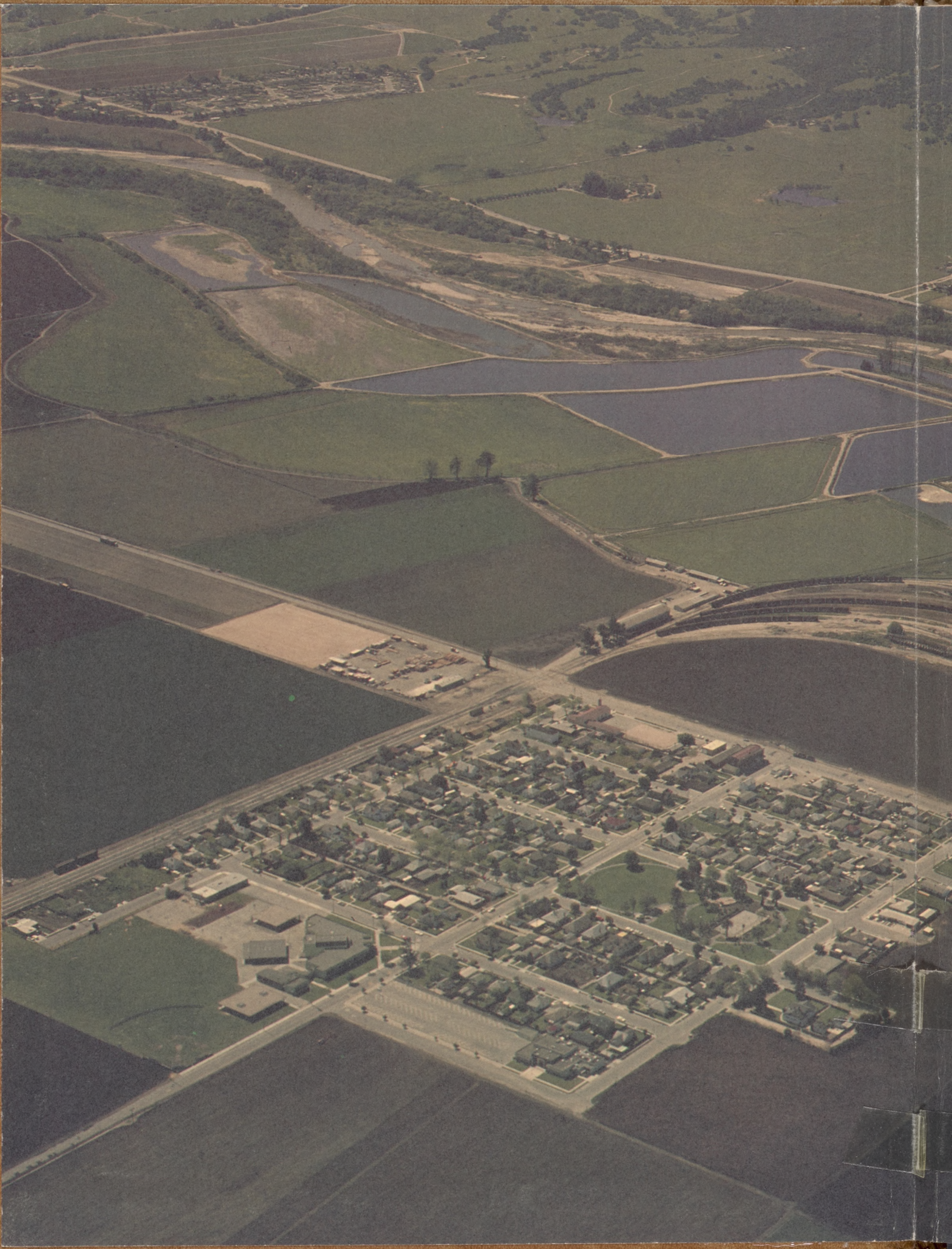
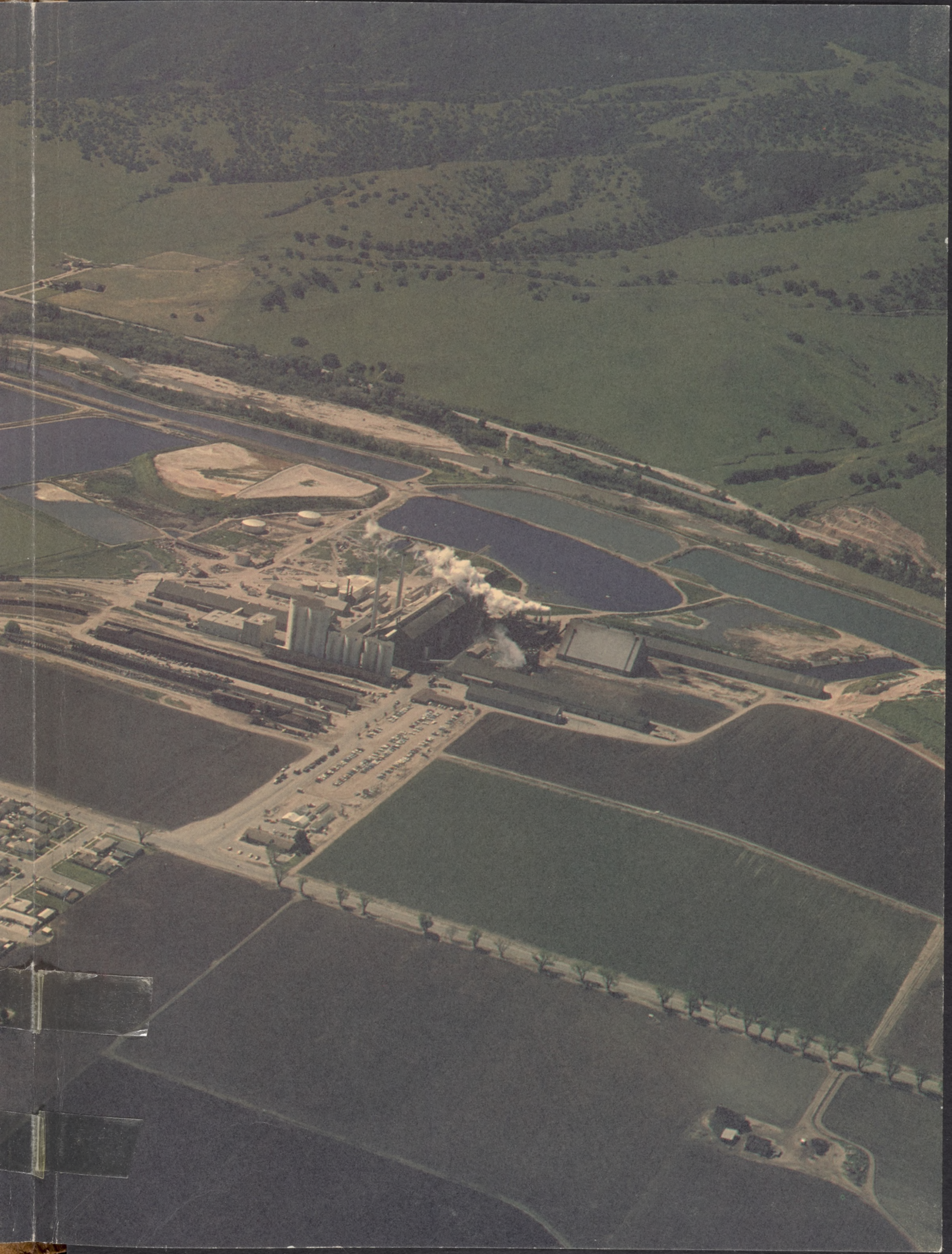
1898-1982

SPRECKELS CALIFORNIA





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SWEET NOSTALGIA

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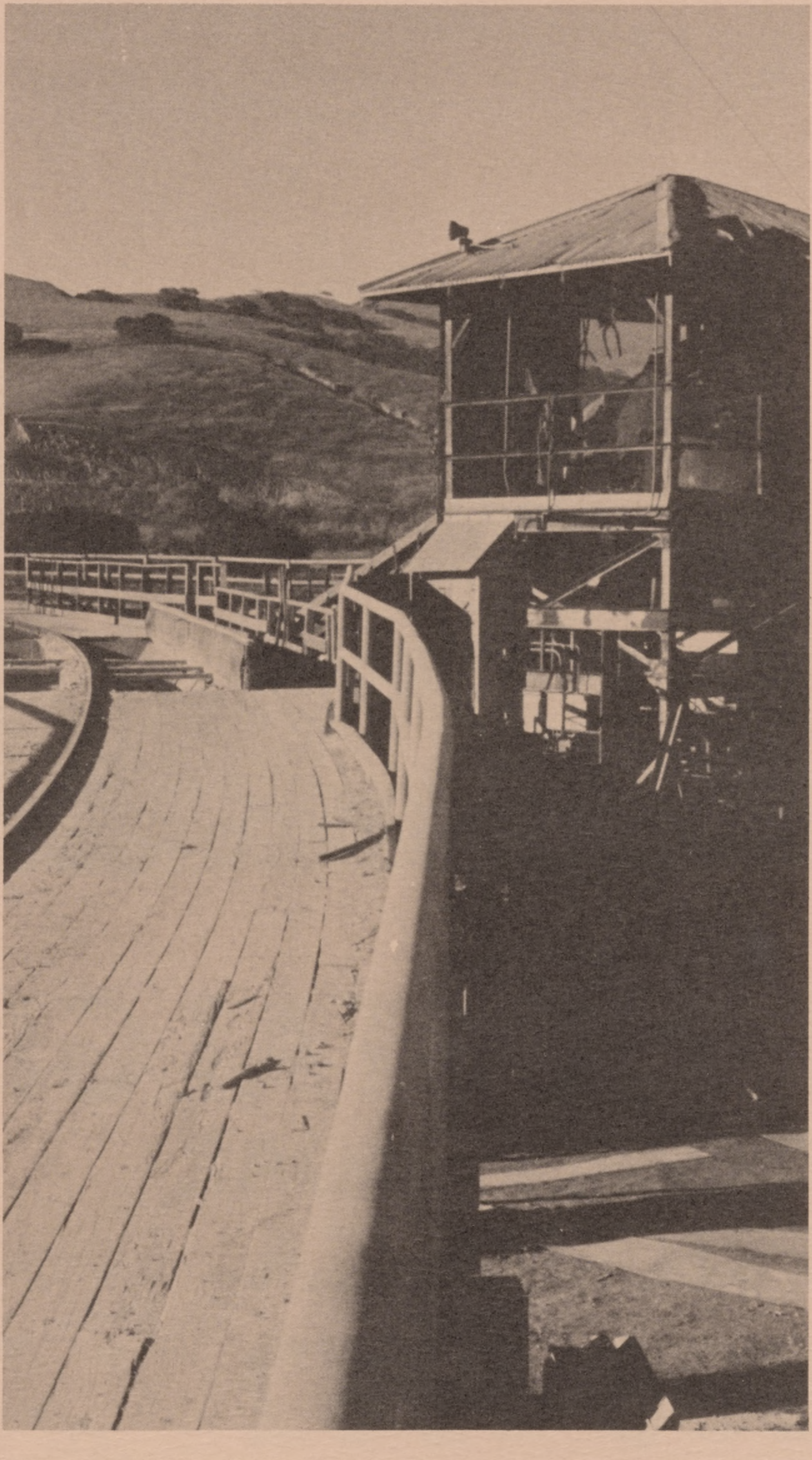

Sweet Nostalgia" is dedicated to the employees of Factory I.

It is not meant to be a complete history of the Factory, but rather a glimpse at some of the highlights of the past and a look at some of the people who have played a part in the history of Spreckels Sugar.

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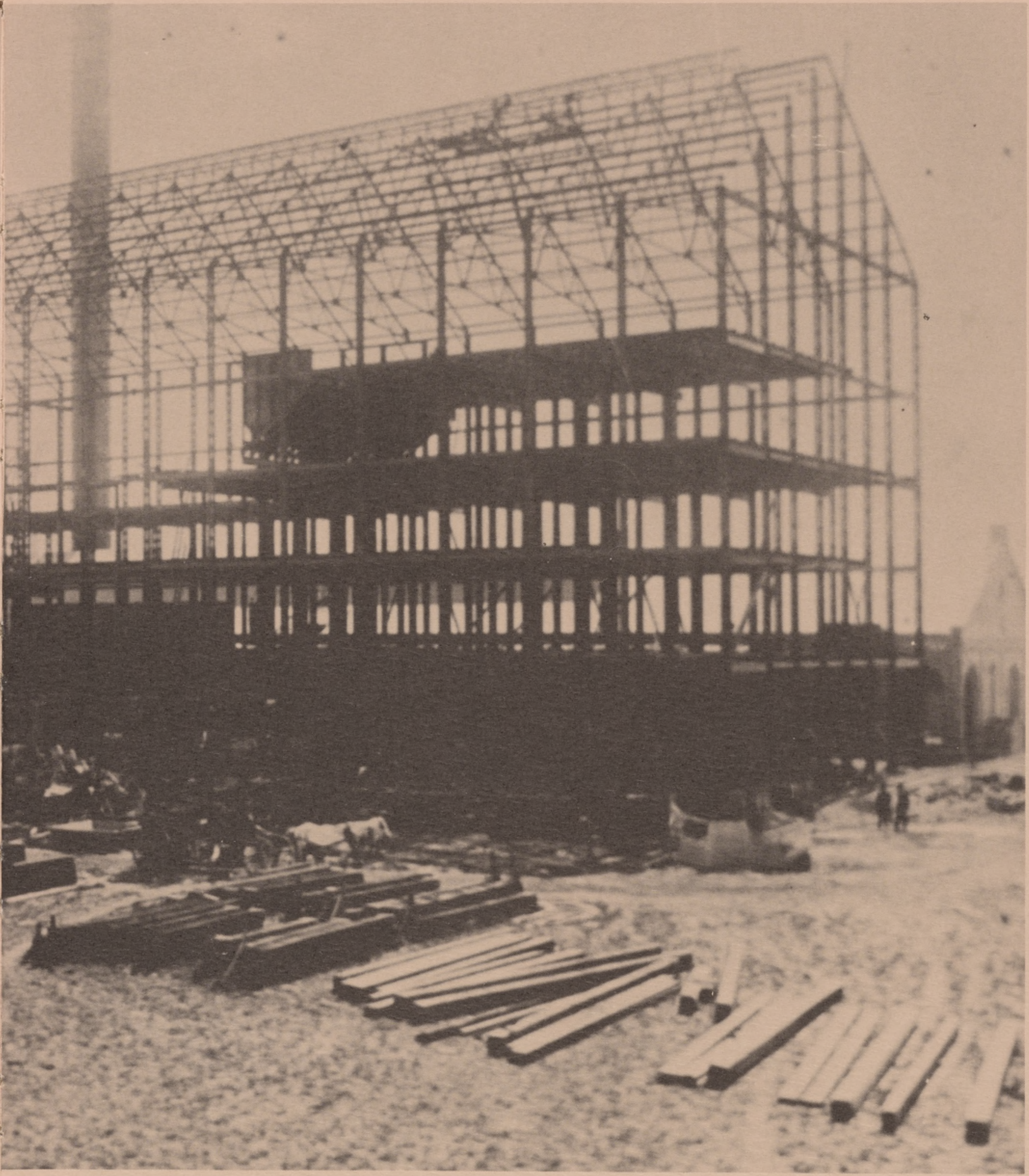


E BEGINNING

CLAUS SPRECKELS

THE BUILDING OF AN EMPIRE

Spreckels Sugar.

In the past 84 years, it has become a household word in America.

Generations of people have enjoyed using the variety of sugar products produced and packaged by the Spreckels Sugar Factory outside of Salinas.

In 1898, it was only the second sugar beet factory in the state of California and it was the largest sugar beet factory in the world. And it was all because of one man.

He was a man of determination.

Clause Spreckels came from Germany, determined to make his fortune and he did. He was a man who set out, at the age of 59, to make a second fortune and succeeded. He was a man who claimed he would build the world's largest sugar beet factory and again succeeded.

Born in Lamstedt, a small farming village in the German Kingdom of Hanover, he was the oldest of six children. His parents, John and Gesina Spreckels, were simple peasants. They sent their children to common school and brought them home to work in their own and their neighbors' fields.

But something drove Claus to push farther than his own backyard.

He came to the United States at the age of eighteen and first went to work as a grocery boy in Charleston, South Carolina.

He worked hard and saved his money and within a short time, he purchased his own store. Again he saved his money and within a year, he had paid off the store and was stable enough to write home with a proposal of marriage to Anna Christina Mangels. They were married in August, 1852.

But Claus had no intention of settling in Charleston.

In 1855 he sold the store and traveled with his wife and small son to Germany to visit their family.

Upon their return to the United States, they chose not to settle on the East Coast, but rather on the sunny shores of California.

They pulled into port in San Francisco. Although Claus did not know what paths his endeavors might take him on the road to success, he was confident that he would succeed.

Together, Claus Spreckels and his cousin, Dietrich, bought out a grocery store from one of their relatives anxious to return to Germany. They soon sold their first store and bought another in a more heavily populated area.

It was just the first of Claus Spreckels' moves up the ladder of success in California.

From grocery stores he went on to purchase a beer factory and still later he became interested in sugar. But his first experience with sugar was not with beet sugar, but rather with cane sugar.

Claus left his lucrative brewery in the hands of his brother and traveled with his son, John, to New York to learn the sugar business, the hard way.

Not afraid to work with his mind or his hands, the father and son rented modest rooms in the big city and Claus became a common laborer in a large cane sugar refinery.

He watched, he listened and he questioned the process of refining sugar. He worked twelve-hour night shifts, six days a week and all the while, he learned about the operation by which he would earn his fortune and become known as the Sugar King of the World.

After spending several months in the New York sugar refinery, Claus made plans to return to his home on the West Coast but first he purchased machinery out of a small bankrupt company called the United States Refinery. He ordered the equipment shipped to San Francisco and traveled west to make plans for its installment.

His first sugar plant was known as the Bay Sugar Refinery but when he and his two brothers disagreed with the other three directors, the family sold out of the company.

Claus learned a lesson from this venture. Never again, he vowed, would he organize a company that did not have a Spreckels family majority.

With the Bay Sugar Refinery behind him and the brewery still generating enough money to live on, Claus Spreckels journeyed to Germany where he investigated another form of sugar.

Back in his home land, Claus toured sugar beet factories. But because of the lack of hand labor and an economical fuel, he decided that California was not ready for the sugar beet industry.

Instead, he turned to Hawaii where he became involved in cane sugar processing. He played such a significant role in the Hawaiian sugar industry and even the government of the islands that he ended up with the title "Sir Claus" when he was knighted by the King of the Islands.

The story of Claus Spreckels' part in the history of the Hawaiian Islands is interesting, but it is a story in itself.

Instead, jump ahead to the year 1887. Spreckels was in his 59th year and he had made his fortune just as he had set out to do when he came to the Golden State.

But still this was not enough for a man with the drive and determination as was found in Claus Spreckels.

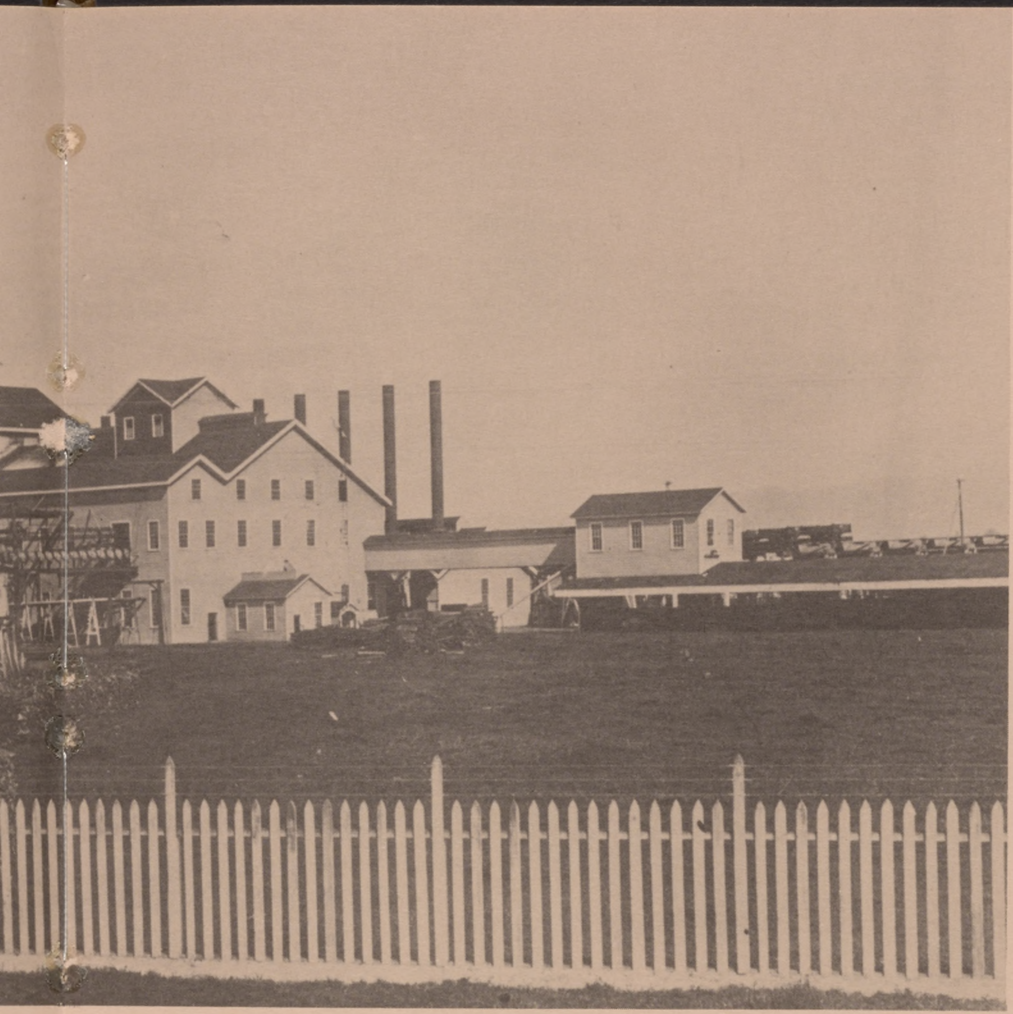
He returned once again to Germany where he again reviewed the process of turning sugar beets into refined sugar. When he docked in New York in the fall of 1877, he announced to reporters that he had purchased enough equipment to open his own sugar beet factory and that he had ordered enough seed to begin planting enough beets to keep his own factory in production. The site of his factory had not yet been selected, but he was looking towards places in rural California.

That place turned out to be the community of Watsonville where Claus Spreckels built his first sugar beet factory.

In exchange for a pledge of 7,500 acres of beets to be planted in a three year rotation, 2,500 acres each year, and a community donated site on which to build his plant, Claus Spreckels promised he would bring to Watsonville a sugar beet plant that would have four times the capacity of any factory around.

In preparation for building and operating the plant, he incorporated the Western Sugar Beet Company, capitalized at $500,000. Claus Spreckels was president of the group and owned 85 percent of the stock. The remaining 15 percent was owned by six San Francisco business men.

The town of Watsonville united together and raised the necessary money to pur-



chase the factory site. The farmers agreed to plant the 7,500 acres needed to keep the plant running. With these two conditions met, Spreckels proceeded to build the factory.

Some may wonder why Claus Spreckels required the town to purchase the land for the factory when he was prepared to spend many times the price of the land to build the factory. Claus knew he needed the farmers and other community members behind him if his venture was to succeed. He could not afford to have them hesitant about contracting the necessary land and he could not afford to have the farmers turn away from sugar beets if there was a poor crop or two. By having the local people invest part of their own capital in the factory, they had a vested interest in the business that would provide Claus with the guarantee he needed.

With the corner stone laid and the beet contracts signed, the sugar factory became a reality.

The first campaign was a success and Claus looked forward with confidence.

In the late 1890's, Claus Spreckels again returned to Germany to look over sugar beet processing and to place another order with the Grevenbroich Machine Factory, an order that had crossed their counters just a few years prior: machinery for a complete sugar factory.

Claus Spreckels had decided to build an even larger sugar factory, the largest in the world. And even before announcing his intentions, he had already selected his next spot - the fertile grounds of the Salinas Valley.

The Western Sugar Beet Company had been successful in its eight years of operation but Claus was looking for even greater production and he knew that to achieve this he had to move to a land where more acreage for growing beets could be found than the Pajaro Valley had to offer.

But Claus Spreckels was now 69 years old and was looking for someone that could not only lend financial support for his project, which would cost several million dollars, but would also be around to assume some of the managerial responsibility in later years.

Claus Spreckels had no idea where such a proposal would lead his company more than half a century later.

He proposed that the American Sugar Refining Company, centered in the eastern part of the United States, would purchase half of the stock in his beet sugar operations - the Western Beet Sugar Company at Watsonville, the Pajaro Valley Railroad and the new Spreckels Sugar Company.

The eastern company accepted the offer and in February of 1897, they purchased half of Spreckels' beet interests.

The farmers of the Salinas area pledged their lands to grow sugar beets and plans began for yet another Factory.

But not everyone was enthusiastic about the Factory.

Some of the people of Salinas were concerned about complaints lodged by Watsonville residents about the foul smell and pollution to the air, water and land. No one, it seemed, wanted to live down wind of the pulp-yard.

But the lure of the promised payroll and increased industry won out and construction on the new Factory began.

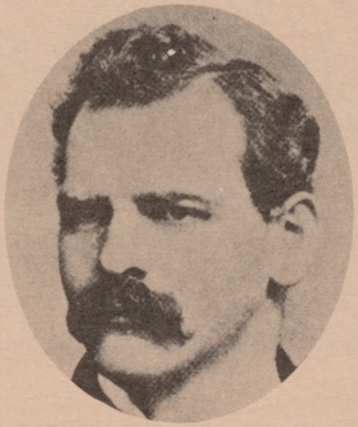
In preparation for building on his new site, Claus Spreckels hired Charles L. Pioda to survey the site for the new Spreckels Factory. The Factory became almost a second home to Pioda who went on to become resident manager of Factory One and spend 48 years employed by the company.

Chief draftsman for the Factory was Joseph Rhyner. Together with a staff of 27 draftsmen, he drew plans for the Factory and all the detailed drawings.

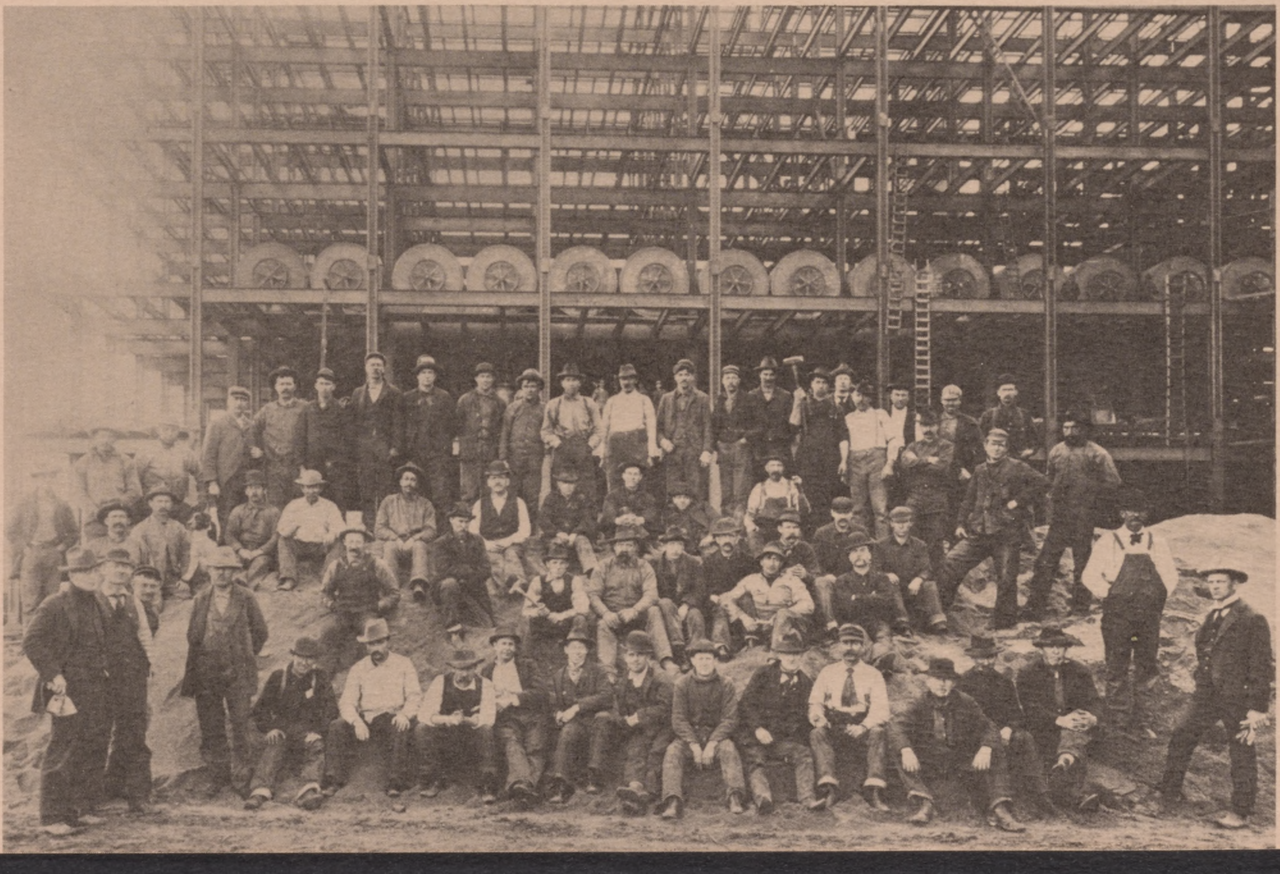
The massive five story building gradually began to take shape along the skyline of the Salinas Valley foothills.

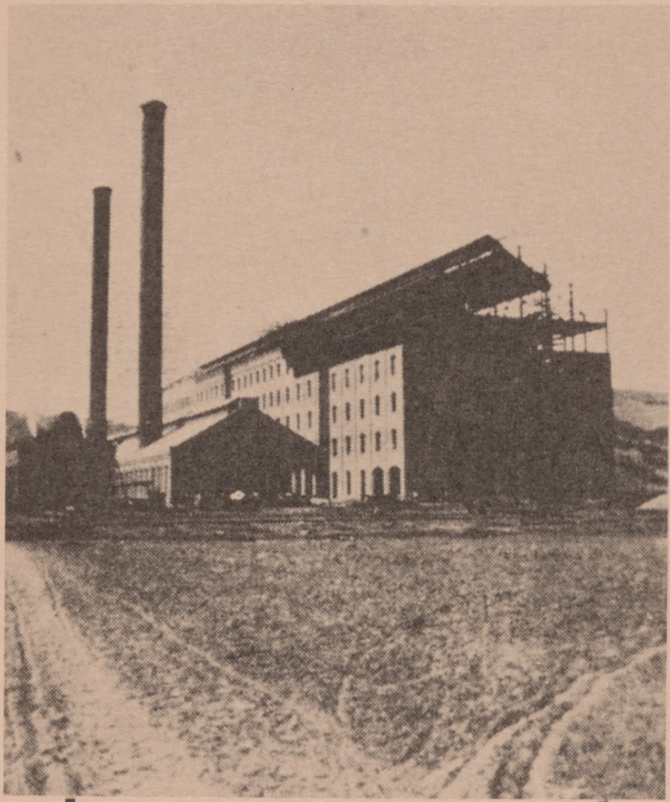
According to the **Salinas Daily Index**, the September 16, 1899 issue, the main building of the Factory was 582 feet long, 102 feet wide, five stories high and contained 3,500 tons of steel, 4,000,000 bricks and 800 squares of slate.

Charles L. Pioda



Joseph Rhyner





After being under construction for almost a year, the factory was almost complete. This view was from the front.

Twenty-six men were set to laying bricks and some records show as many as 600 men working to construct the building during the year it was under construction.

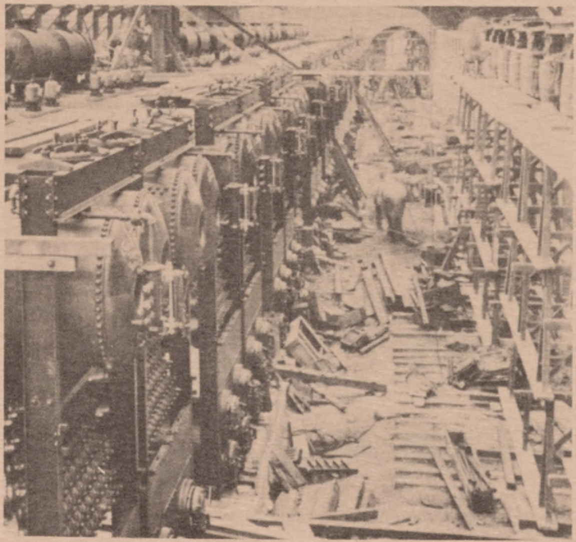
As the story goes, the 4,000,000 million bricks that were used to construct the building were brought over by ship from Germany. The bricks were used as ballast and were unloaded once the ships reached Monterey.

Newspapers from all over hailed the construction of the plant and listed in detail the many features it would have, down to the number of gas washers and pan tanks that would be installed.

The numbers seemed staggering to the readers. It was unheard of for a Factory to use 13,000,000 gallons of water in 24 hours or that it could process 3,000 tons of beets in a single day to produce 450 pounds of raw sugar.

The Factory, by far the largest of its kind in the world, took 1200 barrels of crude petroleum to turn the wheels in the great factory. Prior to its opening, it was estimated that $18,000 would be paid daily for beets and labor and operating expenses would run about $5,000 a day.

Estimated cost to build the Factory ran somewhere around $3,000,000 although some estimates placed the figure closer to $5,000,000 once all the equipment and the cost of the land was considered.



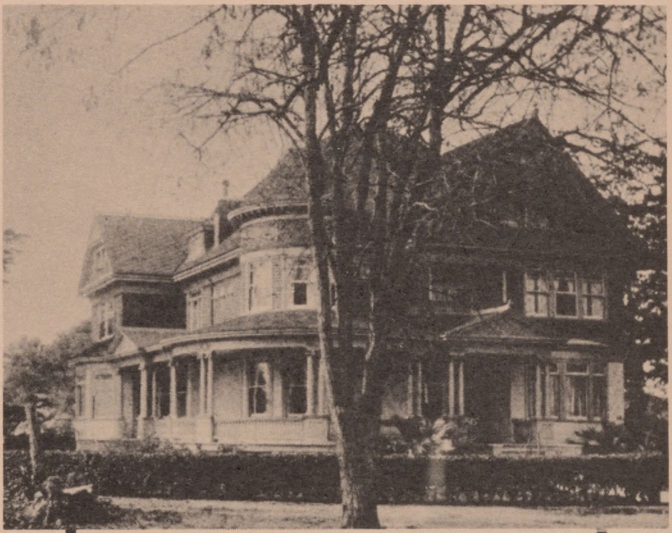
For years, this picture, which was taken while the Factory was under construction, hung in the administration building. Rumor had it that the large animal retreating from the photographer was an elephant and that several of the animals were used to haul equipment around the grounds. Whether elephants were used or not does not seem to be documented anywhere but upon closely examining this picture, most people will agree that it was a large horse, not an elephant. But then, there are always a few who will always insist it was just a skinny elephant.

The Factory was completed and ready for operation by the summer of 1898 and things were ready to begin operation in the new mill for the fall campaign. However, not everything ran smoothly.

The State of California was hit with the worst drought in 30 years and the total beet harvest was about half of what was anticipated. As a dry winter gave way to a dry spring, it was decided to postpone the opening of the new factory. Instead, the Watsonville factory was used for an additional year. Although not equipped to handle the anticipated beet harvest in a good year, the Watsonville factory was capable of processing the reduced harvest.

The first sugar was produced at the Spreckels Factory in late August. The whistle at the Factory blew a long loud blast about 15 minutes after midnight and set many people to wondering what occasion called for such a blast. The following morning, the local people were informed that at that particular moment, the first sugar had come through the greatest Factory in the world.

The first full day of operation came August 31, 1899 when, during the first 24 hours of full operation, 1,733 sacks (100 pounds) were turned out. The employees looked for-

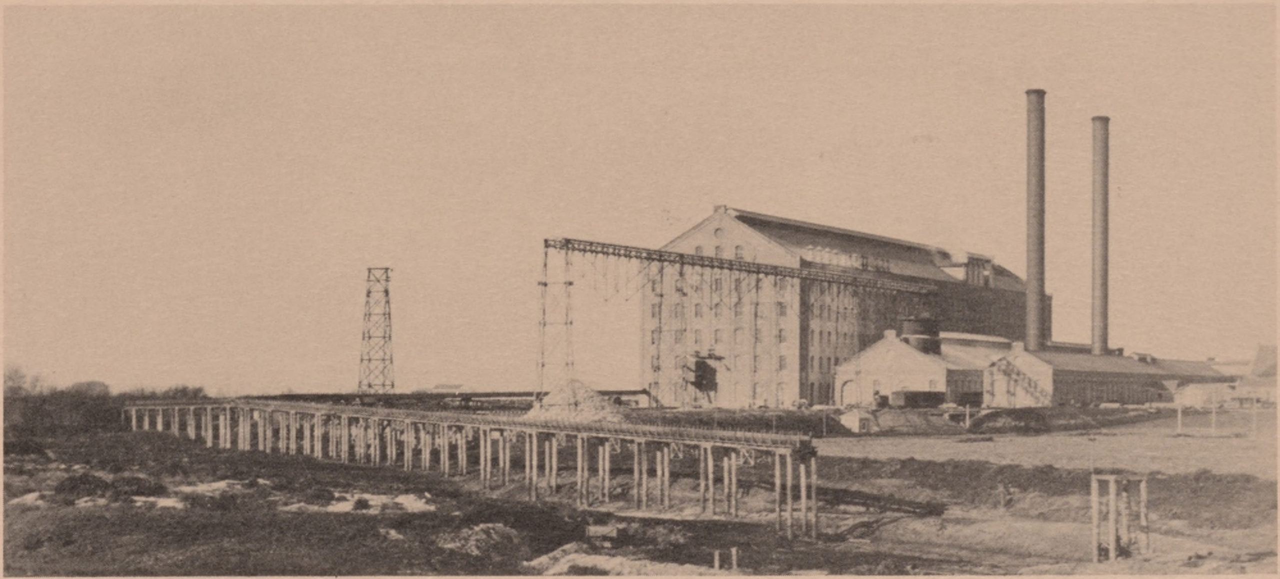


While the Factory was being constructed, a residence was built for the General Manager.

Mr. W.C. Waters, then General Manager, selected the site near the edge of the high land overlooking the Salinas River.

Mr. Waters lived in the house until his retirement in 1904. Then J.M. Taylor occupied it during his term as General Manager in 1905 and from then on it was the home of General Manager R.H. Moore.

After F.E. Sullivan became General Manager in 1912, a fire started and the house was lost.



The Spreckels Factory shortly after the beginning of the first campaign.

Sugar beets on their way to the Spreckels factory,

A glimpse of the Spreckels laboratory in 1899. At the left is Miss Louise Saw and Miss Luchsinger. These two ladies were the first women employed in the laboratory at Watsonville, in 1895, and followed the industry to Spreckels.

ward to beginning regular runs 24 hours a day beginning with the next day, September 1, 1899.

Although there was not a ceremony for the opening since it was felt such commotion and crowds would interfere with the employees work, newspapers from all over carried the news of the opening.

From San Francisco, a newspaper hailed the opening, "The greatest epoch in the history of Monterey County has been entered upon. Early this morning the wheels of the mammoth Spreckels Beet Sugar Factory at Spreckels were set in motion, not to be stopped until the end of the season, when the entire beet yield of the countryside will have been made into sugar. Under the great boilers in the engine-room are roaring furnaces of crude oil, and out of the two immense stacks of the factory are pouring dense clouds of smoke to signal the industry of the army of employees beneath."

Although written accounts of the opening of the factory assure that Claus Spreckels had scoured the world to find the most updated equipment, much of the work still had to be done by hand.

The men, and from records now available it seems there were only two women working in the factory during the beginning of the campaign, worked long, hard hours. They were required to work twelve hours a day during the six months a year the Factory was operating and the work week was seven days, no weekends off, no paid sick days and no paid vacations.

Wages for the men were low, pennies an hour. Some people recall the old timers talking about working for two and three cents an hour although other reports say Spreckels was offering to hire men in the Factory at the going rate of $2 a day.

During the first campaign of 1899, 175,388 tons of beets were harvested at an average of 10.37 tons per acre with 14.85 percent sugar in each beet. 38,437,300 pounds of sugar was produced and shipped to the Western Sugar Refinery in San Francisco for final processing.

Claus Spreckels' dream, that of the world's largest sugar beet factory, had finally come true.

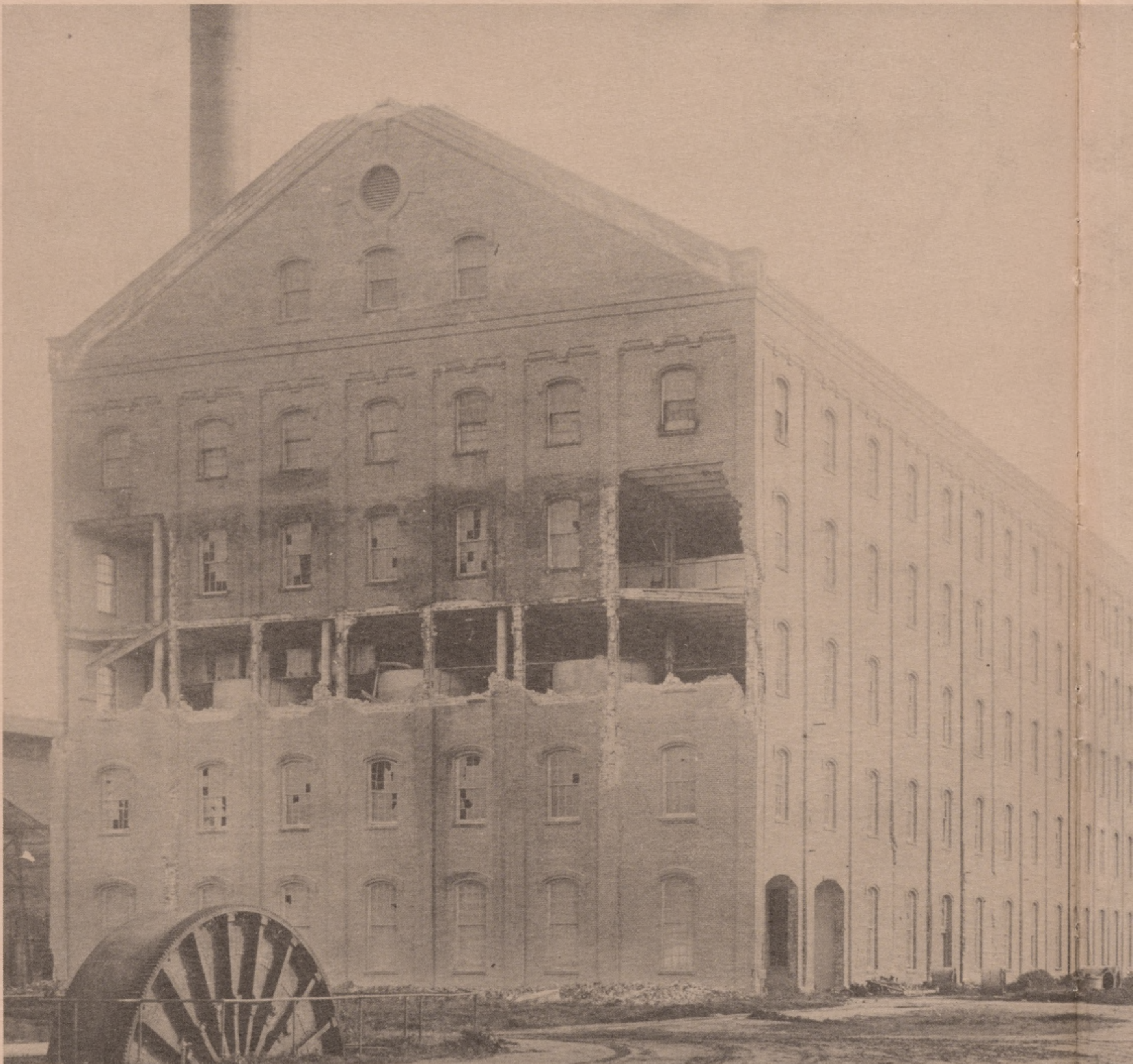
Claus Spreckels was not just concerned with making sugar, he was also concerned with the welfare of his employees.

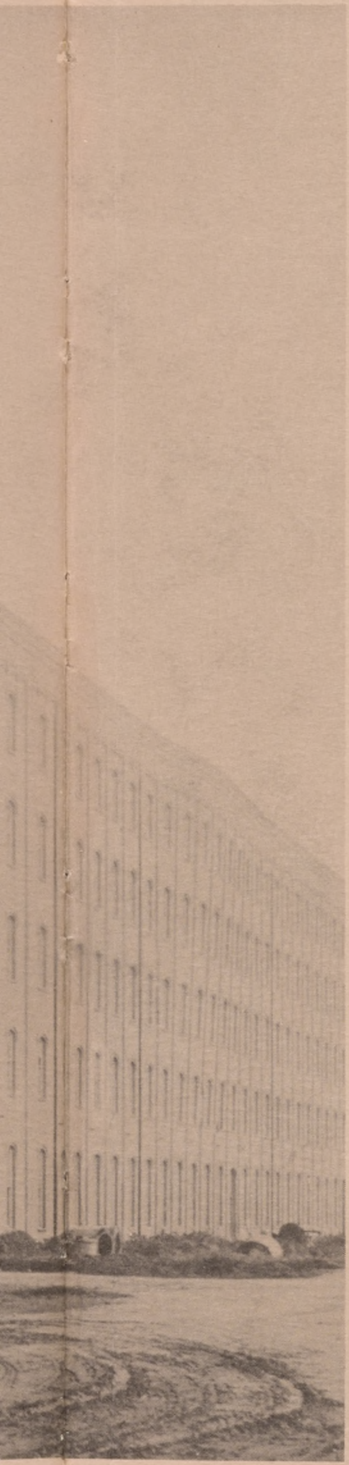
Outside the factory, 40 cottages were for the employees with families and the company built a hotel for the single men to reside in.

Inside the factory, Claus had a unique tradition which was started at the Watsonville factory and continued over into the Spreckels mill.

Twice a day the men were given a pint of beer, once at noon day and another in the afternoon. Each man had a tin cup with his employee number painted on it and they would line up to receive their share of the liquid.

The twice a day refreshment continued





for several years until Claus discovered that the supplies of beer were running low and the last few men in the line were not getting their share. The supervisors, who had the key to the supply, were sneaking an extra ration of beer several times during the day.

Claus eliminated the beer, much to the dismay of the employees. However, it was noted that the quality of work from the supervisors was improved.

For the first six years of the Factory's existence, the finished sugar was brownish; refining was not completed at the Factory but was sent to the Western Sugar Refinery, another of Claus' holdings.

In 1905, extra boilings and filterings were done at the Factory and the mill produced its own white sugar for the first time. After that, the Factory completely refined its own sugar.

Another first in 1905 was the split between the agriculture department and the Factory.

At the opening of Spreckels Sugar, W.C. Waters was known as the General Manager. He controlled both the mill and the agriculture department. In 1905, two supervisors were appointed to head the departments although the General Manager retained final authority.

B.F. Arendt was the first Factory Supervisor and P.W. Morse was the first Agricultural Supervisor.

While the 1906 earthquake was working havoc 100 miles away from the Factory, the tremors were causing damage in Salinas, and the surrounding areas as well.

At the Factory, some interior walls were damaged, the refinery chimney was broken at the band and twisted four and three quarter inches out of place, parts of the pulp flume cracked and fell and a variety of other relatively small but annoying problems were caused.

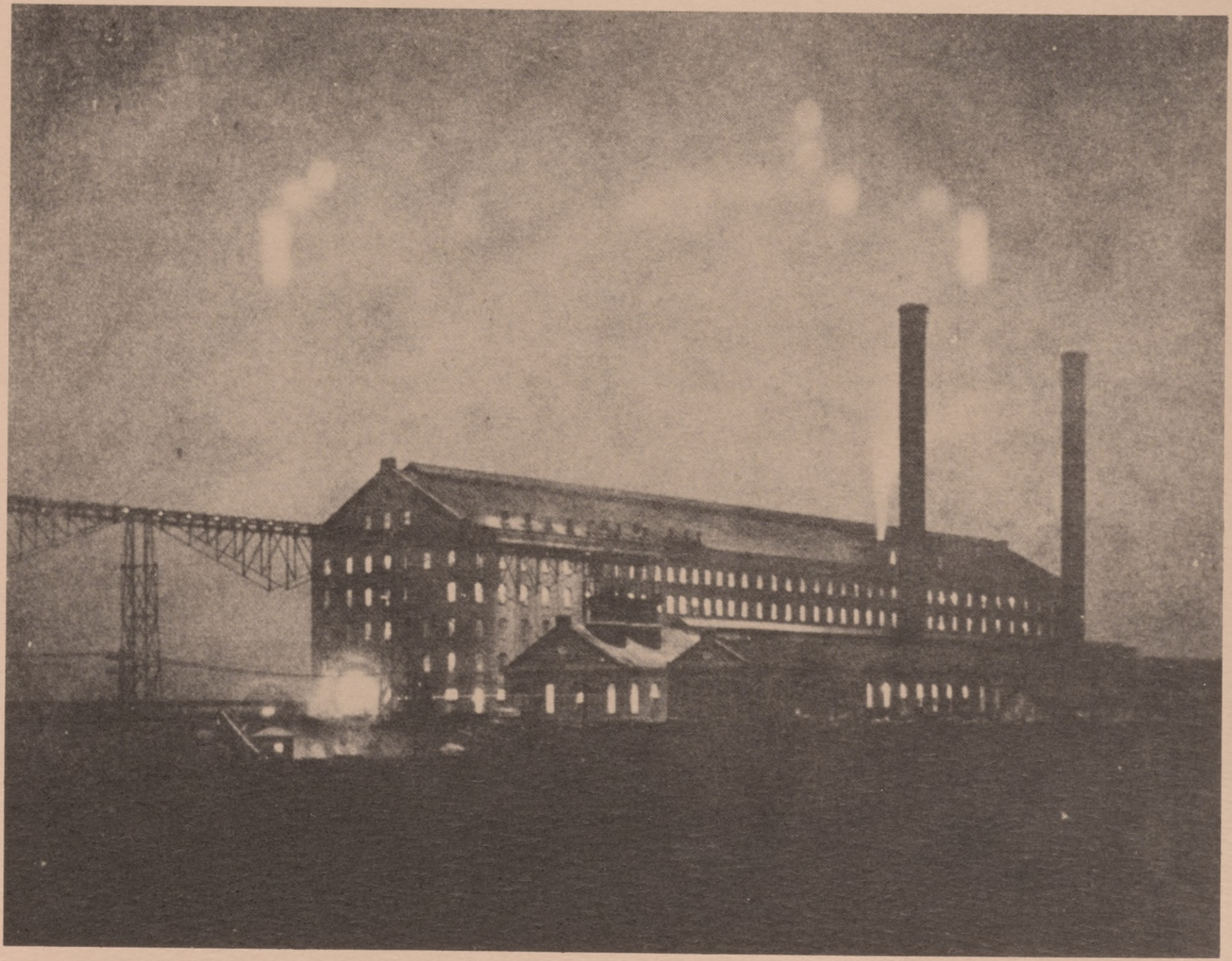
According to Ralph Moore, General Manager, the damage reports were "greatly exaggerated." He told the press that the factory building bulged slightly on the side but looked much worse because of repairs that had been in progress when the tremor hit.

The San Francisco office, where the company headquarters were located, were gutted by the fires that raged through the city. The dynamite squad, which destroyed many dwellings along the boulevard where Claus Spreckels' home was also destroyed his home in an attempt to bring the raging blaze under control.

Just prior to the earthquake, Claus Spreckels' son, Rudolph, arrived in San Francisco and took over many of his father's personal matters. The elder Spreckels was getting up in years and was turning more and more of his business and personal dealings over to members of his family.

Two years later, on December 26, 1908, Claus Spreckels died at the age of 80. The reign of the Sugar King of the World had come to an end.

Claus Spreckels



THE TOWN . . .

Claus Spreckels desired nothing more than to make the town of Spreckels prosper and his workmen content.

The actual history of the town begins with the Factory in 1898 (and to this day, though less than before, Spreckels IS the Factory). Spreckels was not simply to be a sugar factory, for old Claus decided to make it a town; his town, and his employees' town.

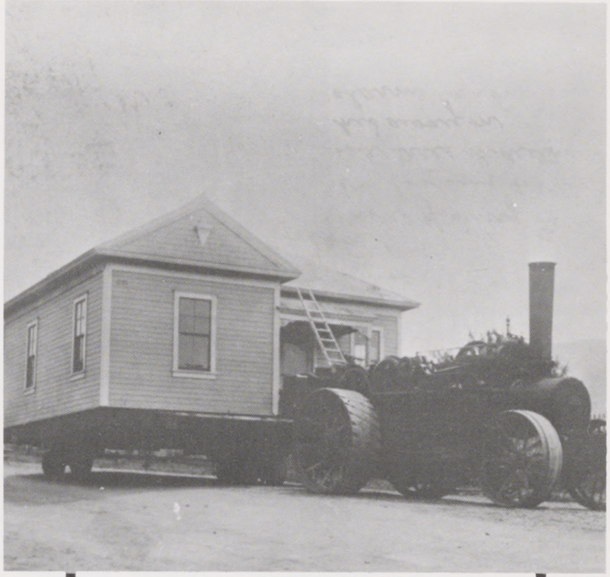
The first building erected in the "town" (as opposed to the mill) was the Spreckels Hotel, which was to house Factory personnel.

When the hotel could not meet the housing needs for the family men, Spreckels arranged to bring in houses from the rest of the Valley while others were built in the town.

So, Claus Spreckels paved the way for a town.

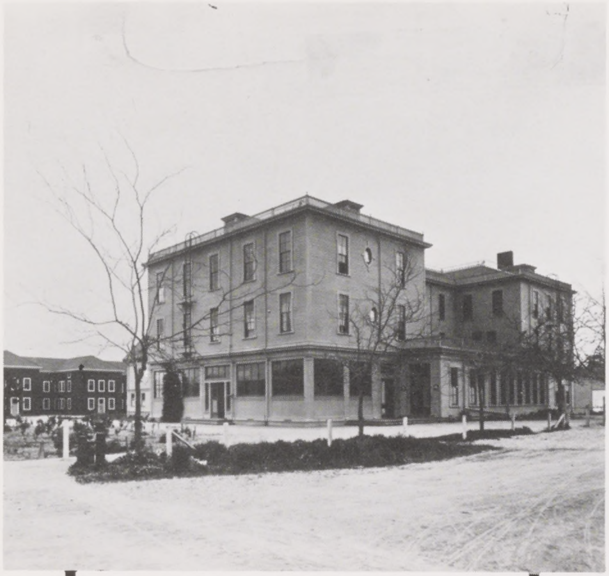
The magnate met the need for a store when he constructed what is now the Emporium. As with other early structures, the store was built by the Company. Later, the Company saw fit to add a second story to be utilized as a dance hall.

Once the town had a few basic buildings and was well "stocked" with families, a school building was erected. Prior to the Little Red School House, classes were held at the hotel, which Spreckels soon outgrew.



Houses were moved in for the family men to live in.

The adults also settled into community life in Spreckels and formed small groups such as the Order of the Owls and the Spreckels Volunteer Fire Company.



The Hotel was home for many of the single men who worked for the Company.

The young town had its setbacks. It was bad enough that there was a shortage of housing, but part of the hotel burned down and had to be rebuilt, thus causing further shortages.

But the town survived its first decade. It was primarily a time of planning, of subdividing and of elementary construction and development.

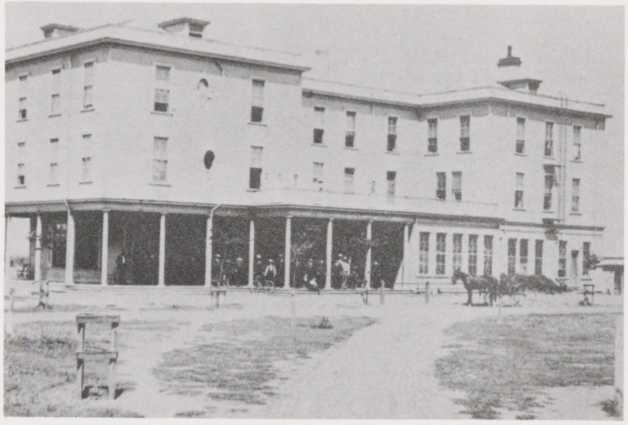
The next dozen years of Spreckels (1907-1918) were probably its most active and glorious. Preliminary plans were already executed and further improvements caused Spreckels to appear a thriving town in all respects.

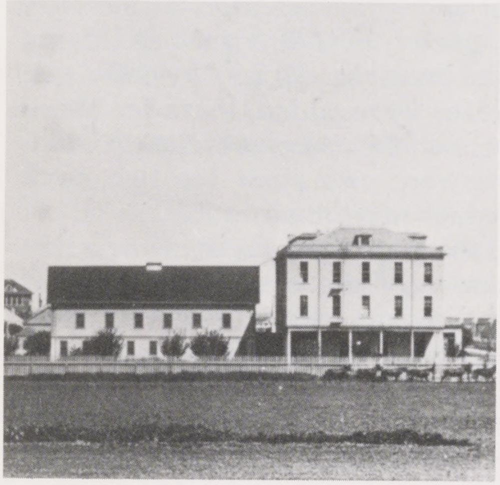
Perhaps the grandest amplification was that of the hotel. Since there were insufficient housing facilities, particulary for bachelors, most single company employees resided at the hotel.

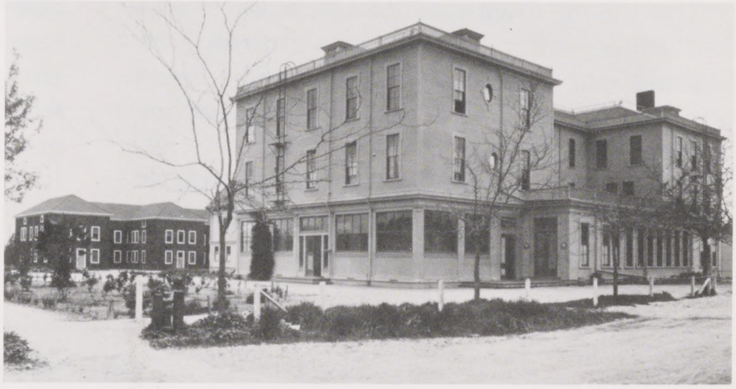
The sixty room structure soon became obsolete in handling its task. So in 1907, the first hotel annex was erected to increase lodging capacity; in 1908, a second lodging annex was constructed and by 1918, two more annexes were added, these for Mexican quarters and a bakery-warehouse building. There were also plans for two more annexes which were built in 1920.

In 1907, the town newspaper printed that the population of the hotel alone was 150! And while the figure might be slightly exaggerated, there is some evidence to support it: the kitchen.

The Spreckels Hotel grew along with the population of the town. The oldest version (pictured right) did not have an enclosed porch. The next picture (below) showed the first of the additions and the last picture (lower right) shows another addition and the enclosed porch.







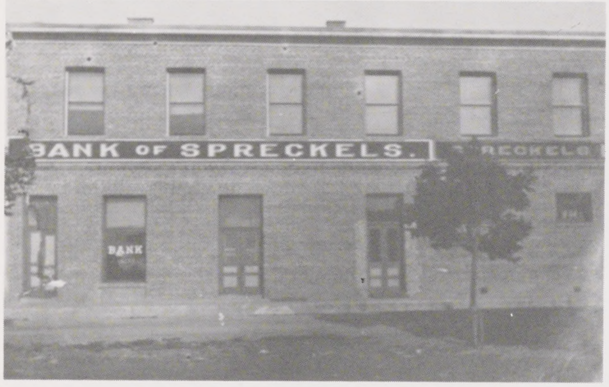
A floor sketch of the hotel kitchen notes a fifty gallon coffee pot, a sixty gallon soup pot and a sixty gallon stew pot.

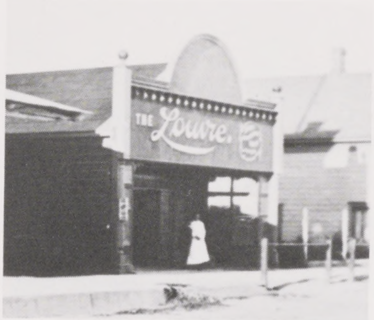
The town was not without its own newspaper. At one time, it even had two publications, the **Spreckels Courier**, published by J. Fred McCarthy from July of 1907 through at least 1915, although there are no exact records to indicate when it stopped publishing. There was also the **Spreckels Enterprise** which was operated by R.H. Wilson between 1908 and 1918.

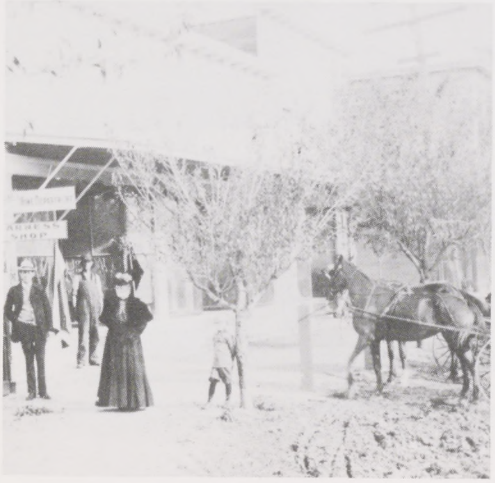
During the second decade of the town, Spreckels lured businesses of all kinds.

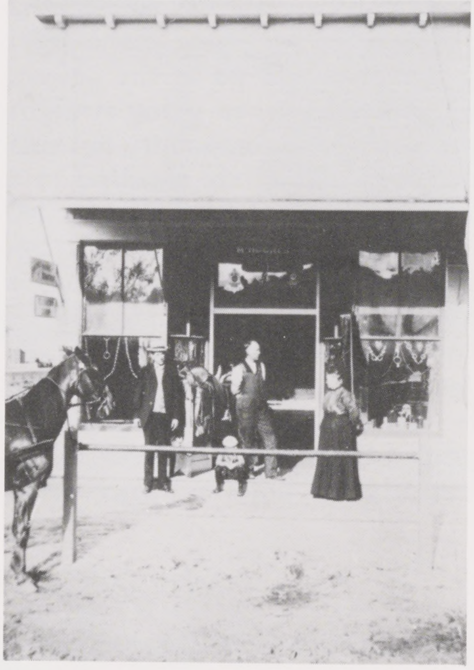
The town now offered:

Spreckels Meat Market
Wincey Yancey Wilson's Grocery
Toomey's Shoe and Men's Clothing Store
Nihaus' Spreckels Lumber Yard
Smith's Livery
Bergstrom and Company's Painting, Decorating and Tinting Service
Nilson's Cabinet Shop
Rouse's Plumber's Shop
a bicycle shop
a Chinese laundry
a husband and wife doctor team
a barber









The Louvre Saloon
The Bank of Spreckels

The town's bank was started with $25,000 worth of capital from D.W. McLeod. It originated in 1907 under the pretense of handling all local company banking as well as serving the town. How or why the bank finally closed is unknown but proof of its existence is still evident in the town. On Hatton Avenue, the wall of the Emporium still shows some of the lettering from the original sign.

Definitely the most vivacious enterprise in Spreckels was the bar, the Louvre. Owned by Schroeder and Steinfartz, the Louvre acquired quite a reputation as a spot of ex-

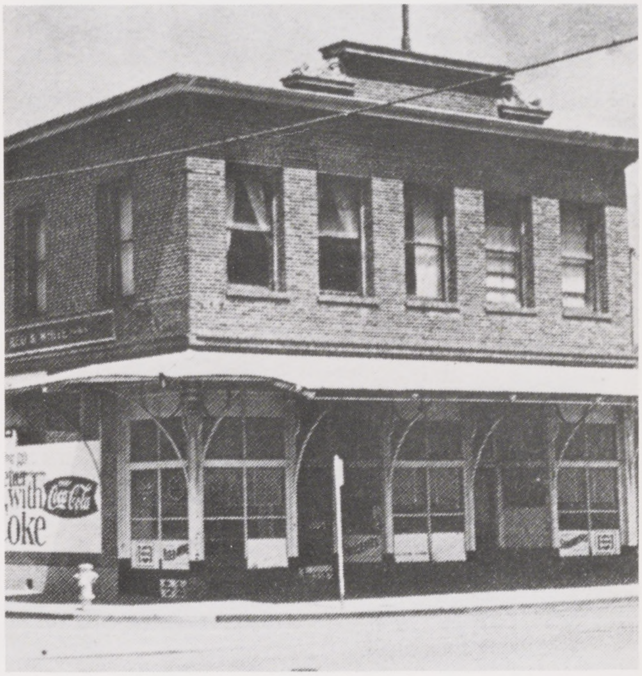
Some of the sites of the town during the beginning of Spreckels included (upper row, left to right) the Bank of Spreckels, the Louvre Saloon, (lower row, left to right) a view of the Harness Shop and Home Department and a close up look at the managers.

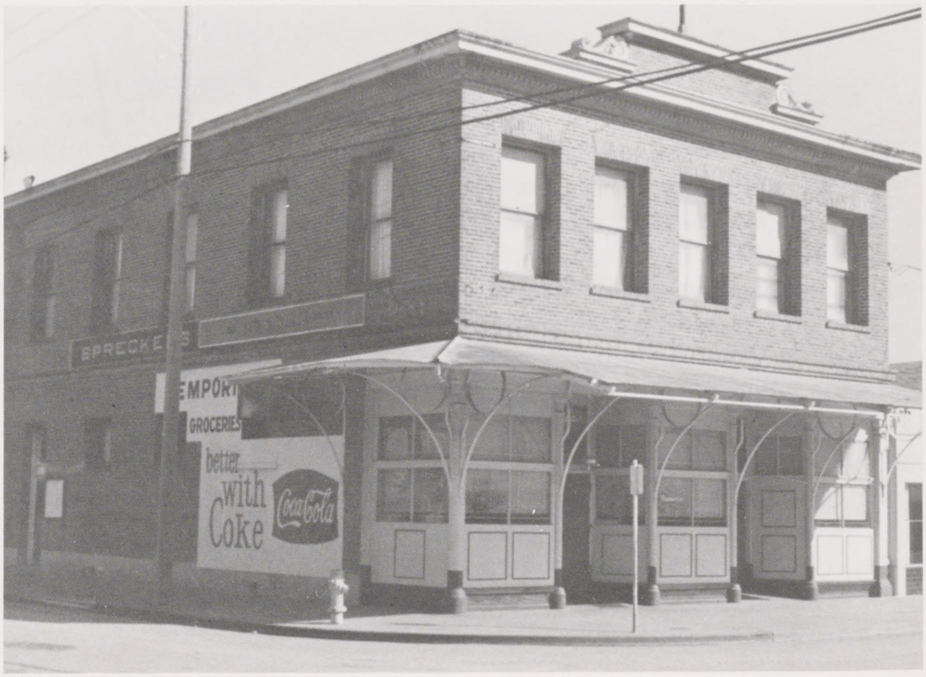
citement (and drunkedness). In fact, the largest scandal in Spreckels history transpired when Vollmer began to sell cheap liquor at his store and rob the Louvre of its clientele. Steinfartz countered by underselling men's wear.

This rigid competition, added to the furor of constant insobriety among town citizens, caused quite an uproar among the town's citizens. On receiving their paychecks, most men would go to the Louvre and spend them rather than going straight home. The wives of the community became quite upset which ultimately resulted in a petition being circulated and signed by 240 residents which mandated Spreckels to become a dry town once all liquor licenses expired in 1912.

Soon after this series of transactions, Vollmer decided to close the store, but some alert townspeople, appreciating its value, organized and purchased stock in the store to keep it going until an owner could be found.

Some things just never seem to change. Pictured below are two pictures of the Emporium. The top one was taken in 1982. Can you tell the difference?





The original St. Joseph's Church has been torn down. A brand new structure, built in 1962, replaced the old church. The Catholic Church remains the only religious building in the town.

Finally, the largest stockholder, Jess Juhler, bought out the others and renamed the establishment the Emporium. The store has remained in the Juhler family ever since. Currently, the store is owned and operated by Margot Abeloe.

The first post office for the small town was established in the main office of the factory. From there, it was relocated in the Moore building behind Toomey's store, then across the street to the back of the Emporium building and then to its present position between the Emporium building and the firehall.

There have been other prominent structures through the years, some of which still stand.

Among these is the Spreckels Community Church which has since been converted into a residence at Third and Hatton. But the second, and still surviving church, St. Joseph's Catholic Church, has quite a history of its own.

The original church was transported from St. Joseph's Colony near the Gabilan foothills beyond Alisal sometime after 1907 when the German settlers of the colony sold out. The present church building was built at the former site of the hotel.

The Church was constructed in 1962.

Perhaps the noblest and most extravagant edifice in Spreckels was the Spreckels Theatre or Opera House. On it's opening in 1911, it seated approximately 375 and includ-

Women were not about to be left out of the action. They fielded a team all their own. (Pictured left). And the men played ball too, even more than the women! (Pictured right).

ed a balcony, a large stage and orchestra pit, various dressing rooms, a foyer and vestibule, a Ladies Rest Room and Men's Smoking Room.

Baseball was the expanding national pastime and the craze did not escape Spreckels for by 1907, the town suited up a team that competed against other town's players. Baseball created such a sensation that Spreckels had baseball diamonds everywhere, even behind the hotel.

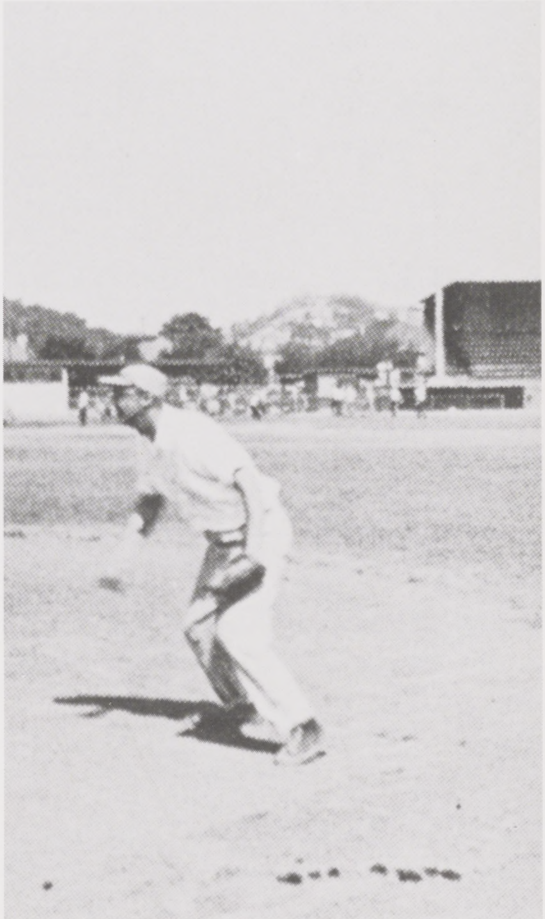
Children were not forgotten in the scheme of things. A park was begun around 1906-07 for them to play in; or, to borrow from a McCarthy editorial:

> Human comfort has not been forgotten for a large plot has been set aside for a park, where the urchins may gambol on the green and their elders enjoy the grateful shade of the trees.

With the town constantly growing, plans were drawn in 1911 for a new children's playground that would be comprise of a tennis court, baseball diamond, sandpile, swing area, etc.; only the tennis court was ever constructed.

Black walnut trees were planted along Spreckels' Boulevard and have been an outstanding feature of the community. They were first planted in 1913 and have become one of the showplaces of the Salinas Valley.

The years from 1907 to 1918 were indeed active and glorious as the town and townspeople improved their situations markedly and prepared for paramount prosperity in an evolving "city."



The population explosion began to level off. The town of Spreckels was beginning to lose steam.

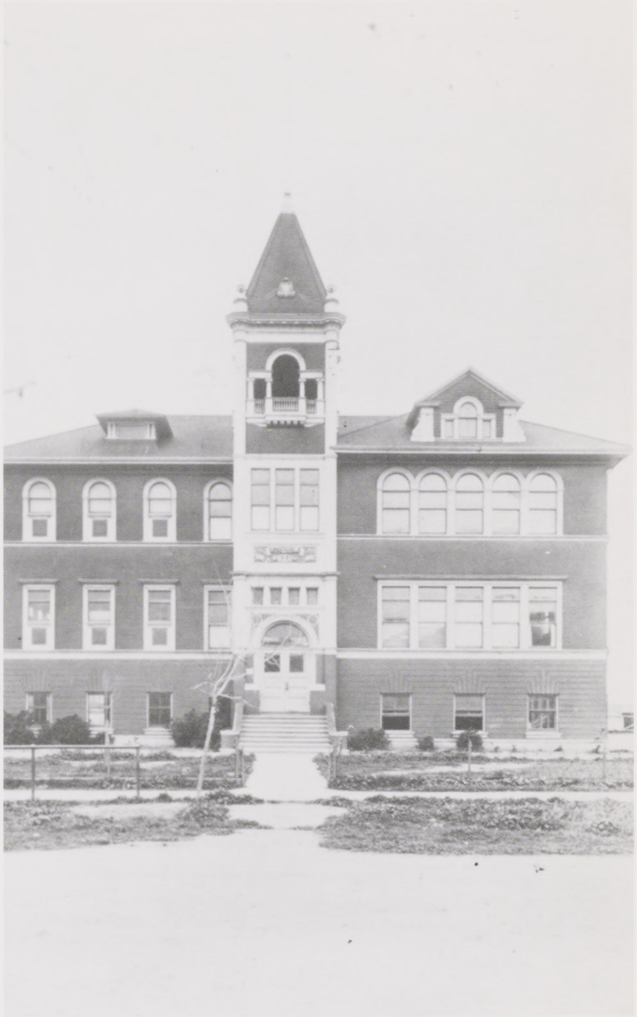
By 1925, every business in town had closed except for the bakery, which still exists, although not as a bakery.

Thus by the year 1925, Spreckels for the most part, was not much different than it is today.

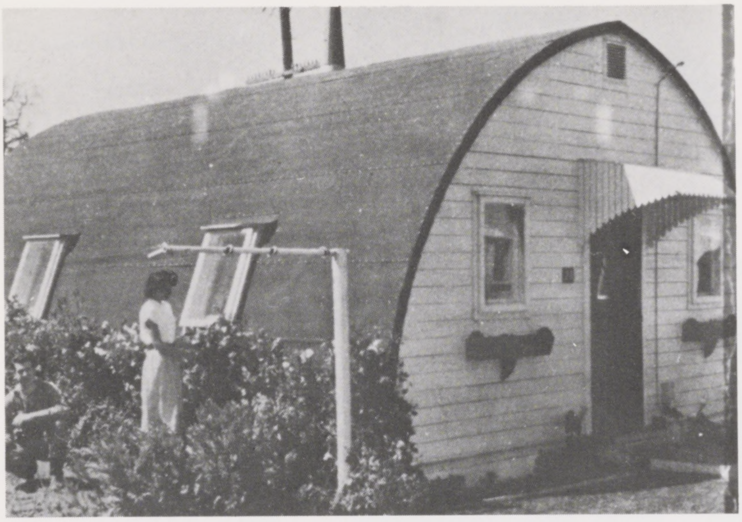
Sure, a few things were different, some of the old building were still around, the park hadn't been developed, and virtually all factory employees lived in town; but vivid improvement ceased.

Due to low sugar beet production, plans were made to close the Factory and to sell the houses, however, new technology was introduced and saved both the town and the Factory.

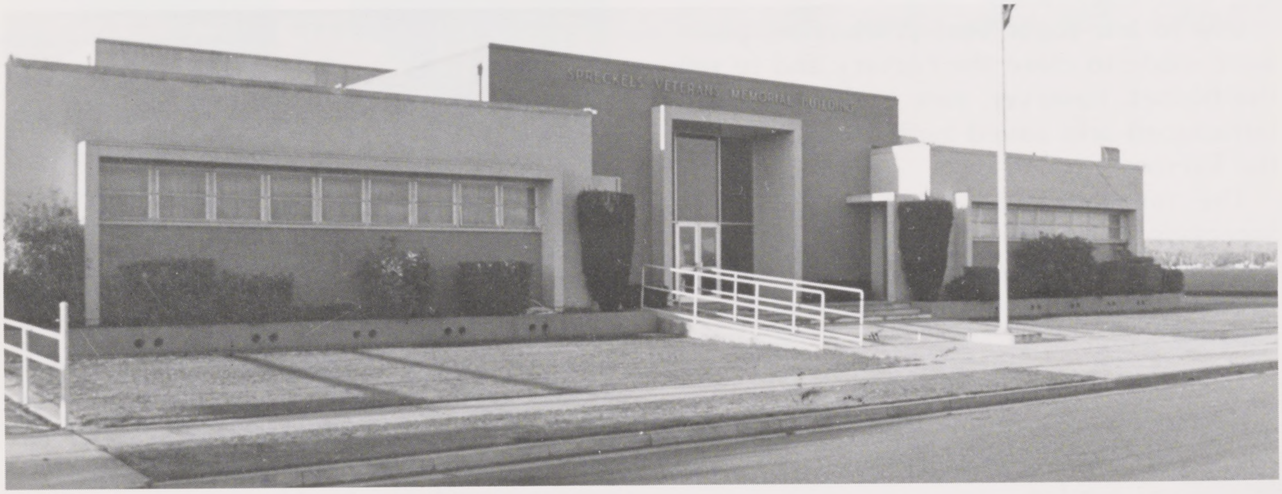
The town survived, but did not grow. Spreckels reached the Roaring 20's ten years ahead of schedule and by the time the twenties arrived, the town was already exhausted.



The Little Red School House (pictured above) held classes for the children of Spreckels for many years. Prior to its construction, students met in the hotel. Then in 1936, a new school was built and is still being used (pictured right).



The quonset huts (pictured left) were erected in Spreckels as temporary housing during the war. Below is a picture of the memorial which was constructed in 1956.



The town fairly bubbled with activity during the 1940's. Sons of Abeloe, Campos, Cutler, Dios, Paulson, Weimer and many other Spreckels families, marched off to war, while the home folk involved themselves in the war effort.

Fire Chief William Tetrick served as Chief Air Raid Warden and mustered help from members of the Fire Company and the boy scout troop. The ladies rolled bandages for the Red Cross and everyone attended bond rallies and huddled around their radios at night to listen to Edward R. Murrow's war reports and to the stirring speeches of President Franklin Roosevelt.

Quonset huts were erected in town on Fifth Street and across Spreckels Boulevard near the railroad track and Bunco Row east of the tracks was revitalized; all to house the many gasoline-short workers in the factory. The Spreckels Hotel was sorely missed, but the temporary housing sufficed.

The fifties were comparatively quieter times. During modernization and leveling of the farm the tall picket fence along Spreckels Boulevard disappeared, along with the temporary housing. In 1956, the addition of the Veterans Memorial Building had an impact on the social activities of the town. The large, well maintained building became a social and cultural center for the town.

The building is used for dances, wedding receptions, scout functions and the Lieutenant Billy Paulsen, Veterans of Foreign Wars Post #6849 and its Auxiliary which meets regularly in the building.

The Post was named in honor of Bill Paulson who was killed in action during the war.

A second major undertaking took place in 1967 when the Spreckels Memorial District acquired the Spreckels Park from the Sugar Company as a donation. The District hired a landscape architect whose award winning design and innovative features became a landmark in the Valley.

Recreation in the town developed to include a racquetball court, a horseshoe pit, shuffle board court and a sunken tennis court. The land for the annex was also donated by the Spreckels Sugar Company.

With the formation of the Spreckels Property Owners Association in 1965, the town began to take an improved shape.

After dealing with many minor matters, such as garbage collection, children and loose dogs, the Association took on a major project: new curbs, sidewalks, streets and storm sewers. This project resulted in many hours of work by volunteers and a total of $385,000, provided through a bond issue, to complete all phases of the project.

The Owners Association was ultimately transformed into the present Association of Spreckels Residents and co-sponsors the annual Fourth of July Celebration in the park. The Fourth is a major event in the Salinas Valley and is attended by thousands.

Spreckels is now a town of Little League, boy scouts, St. Joseph's Guild, the Fire Company, VFW Post and Auxiliary, the School and Home Group and even the Senior Citizens Sugar Cubes.

Its a small town with small town spirit for community activities, as the trophies in the Memorial Building and Fire Hall will attest.

So the Factory is closing. No longer will the crunch of beet cars being moved be heard on Railroad Avenue. No longer will the rattle of beet trucks running over manholes on Hatton Avenue awake the residents. Perhaps the siren will still sound to inform the citizens of the time of day, but things will slowly wind down.

The Factory will be missed, but its not the end of the world.

The only consistent thing in this world is change and the town has and will change. Apart from physical change, the philosophy of the town began changing when the company sold some of the houses in 1925. No longer was the town solely owned by the Company. Gradually, the private owners, backed in large part by the Spreckels tenants, took initiative and gained independece; as, just as gradually, the company played a lesser role in determining the town's destiny. Today, the town stands on its own; a good place to live with a charm gained, partly, because of, and also in spite of, its background as a company town.

Change it has and change it will, but the spirit, first brought to the community by Claus Spreckels himself, will prevail.

Spreckels is now known as rather a sleepy town where everyone knows everyone else.

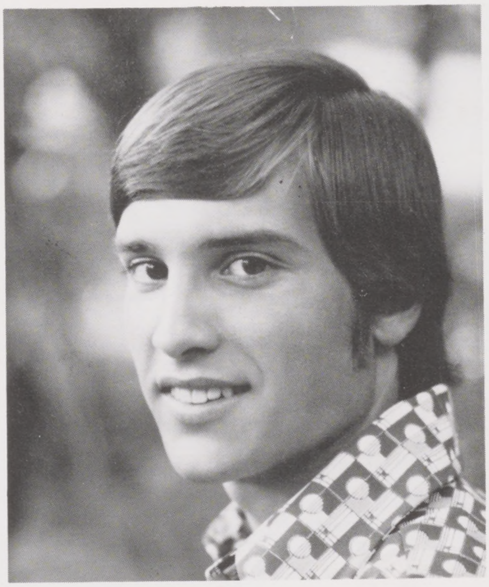
Much of the credit for the information on the town of Spreckels goes to Marc Tunzi.

A local man who was raised in the town, Marc wrote a history of the town when he was a senior at Palma High school in Salinas. Later, the paper, which was given an A+ from his teacher, was partially reproduced in the **Salinas Californian**.

Marc did a great deal of research on the town and its history and we sincerely appreciate his allowing us to use the information.

An honor student in high school, Marc went on to graduate Magna Cum Laude from the University of Santa Clara. Currently, he is in San Diego where he is preparing to begin his medical internship in addition to volunteering to teach English to Spanish speaking children.

Many thanks again to Marc Tunzi.



Marc Tunzi

THE DEAD BEET . . .

SPRECKELS BUILDS A RAIL

For every enterprise or development, there is always a reason for its coming into being. And so it was with the Pajaro Valley Railway, also known in its day as the "Narrow Guage" or later as "The Dead Beet Railway." Although this little railroad played a relatively insignificant part of the Spreckels financial empire, it played an important role in those lives touched by the development of the sugar industry in and around the Salinas and Pajaro Valleys.

In order to get the harvested beets to the Watsonville Factory, Spreckels built a narrow guage railroad. Records show that the Articles of Incorporation for the Pajaro Valley Railway, with a capital of $1,000,000 composed of ten thousand shares at $100 each, were filed in the office of the County Clerk in Santa Cruz, January 8, 1890.

The purpose of the corporation, according to its Articles, was "to construct, maintain, and operate a steam narrow guage railroad, between the city of Watsonville, and the city of Salinas, along the most practical route, between the said cities (with) an estimated distance of 20 miles—at an estimated cost of $1,000 per mile laid for the entire length of the railroad."

It is interesting to note that the Articles of Incorporation included the fact that the railroad was under construction simultaneously with the Watsonville plant, indicating the rapid growth of the sugar beet industry, and that the railroad had to be of narrow guage construction.

It is not surprising that since Claus followed many of the German ideals of sugar refining, he also followed their pattern of a narrow guage railroad even though they were not popular in this country.

Europeans utilized narrow guage railways for beet transportation and so three foot guage was chosen to fulfill the transportation needs. The only deviation from the German model was the purchase of American made locomotives and rolling stock.

The construction began from the Watsonville Southern Pacific depot. The track went out across the flat-lands to a crossing of the Pajaro River, then followed the left bank to the Monterey Bay. From there, the line turned southward and ran along the beach through Moss Landing to a point two miles directly west of Castroville to an old Spanish land grant known as Moro Cojo (lame mule).

This first line was 14 miles long.

In the beet fields, Chinese laborers were used to cultivate and harvest the crops. To aid in gathering the beets at a central point, portable lines of small-guage steel were pushed about by the laborers until enough had been assembled. Then, strings of cars were hauled by horse to an unloading point.

When Spreckels decided to move his plant into the Salinas Valley, he ordered an extension of the narrow guage line built toward the growing city of Salinas. Named the Pajaro Valley Extension Railroad, the addition stretched ten and one-half miles.

Building of the factory at the new townsite of Spreckels went forward with the extension of the narrow-guage line in 1897. Simultaneously, the Southern Pacific Railroad began the building of a standard-guage connection between its mainline outside of Salinas to the new Factory.

But more railroad lines were still required.

Almost directly east of Salinas, deposits of limerock and other materials suitable to the making of cement and concrete for the new factory building were found. A new branch, beginning at Watsonville Junction and crossing across the Valley to the hills was built. The new branch was named the Alisal Branch. The latest addition measured six miles long.

ROAD TO FIT HIS NEEDS

The Pajaro Valley Railroad was completed when the Buena Vista Branch, extending five and one-half miles, was added. The extension was authorized by the board of directors at a meeting in San Francisco. "Appropriation Blank No. 1" was filled in for the amount of $50,000 by the board members for construction of the final extension.

Running just south of the Factory, the new branch skirted the hills to the west and south in a southeasterly direction to a point two miles southeast of Pine Canyon.

Constructed in 1907, this constituted the last addition to the road's mileage. It remained as such until it was abandoned in 1930.

In the meantime, train service had been established between Watsonville and Moro Cojo. A combination freight and passenger service made regular daily runs and was available for those who needed service.

In between Spreckels and Watsonville, the train made stops at the following station's beet loading facilities:

Beginning at Watsonville, the first station stop was the Peterson Station, then it was on to Trafton, McGowan, Williamson and Jansen. Moss Landing was the freight and passenger stop. Next came Thompson, Warnock, Struve and Mack. Moro Cojo, another freight and passenger stop, was followed by Bardin, Clausen, Tucker and Nacional. Watsonville Junction was another freight and passenger stop in addition to four other freight and passenger stops. The Alisal Line, which ran from Spreckels to Hartnell, also had stations at Watsonville Junction, National, Salinas Junction and Alisal. The Buena Vista line went from Spreckels to Buena Vista and had stations known as Corey, Armstrong, Hill Laymon, Seegliken, Agenda, Thygisen and finally Buena Vista.

The original surveys for the railroad were made by Thomas Wright. He was assisted by Charles L. Pioda.

Unfortunately, in the late 1800's, it was not possible to take the railroad from Spreckels to Salinas. Horse and buggy was still the transportation mode of the day.

This lack of transportations was the inspiration for a group of enterprising Salinas citizens to provide rail transportation. They proceeded to organize the Salinas Railway Company, take subscriptions for stock and, when sufficient capital was in sight, had a line surveyed between the two communities.

The route was as flat as a billiard table top and involved no obstacles to easy, speedy and O.K. grading of the line.

The businessmen went to San Francisco to purchase the locomotive power and rolling stock for the line

There, they bought a Vauclain compound narrow-guage 0-4-2 steam "dummy," a Baldwin-built saddle-tank 2-4-2 locomotive, three day coaches and a combination car.

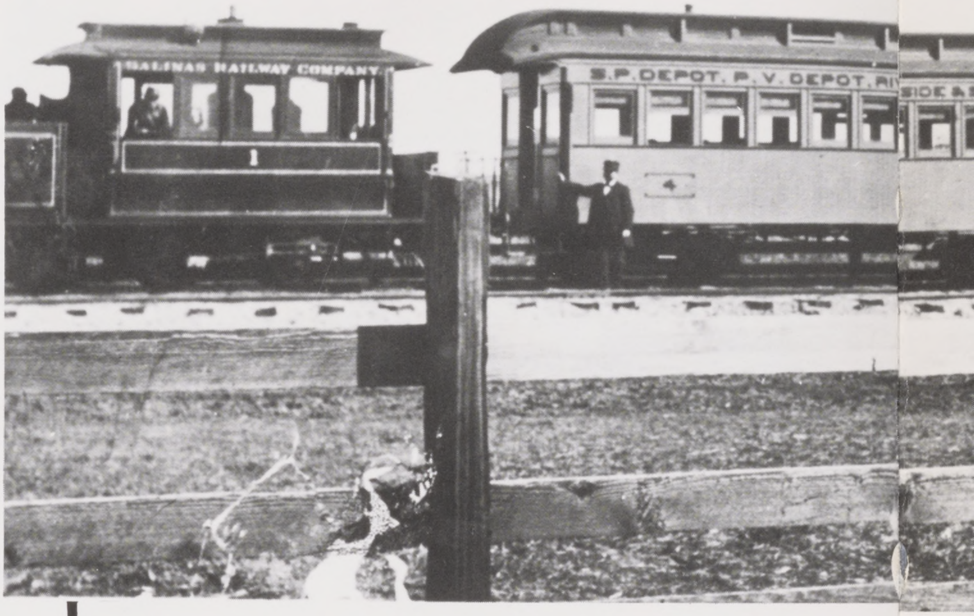
Originally, these had operated on California Street from Masonic Avenue to Land's End and Sutro Baths at San Francisco's beach.

While on their shopping spree, the management also bought a new steam dummy with vertical boiler from Baldwin Locomotive Works.

The new transportation provided easy and ready service between the two growing towns of Spreckels and Salinas and, for a time, thrived on the available patronage. But it was a premature prioneering venture and soon it was obvious that it was not handling enough business to stay in business. The owners struggled with the line until 1900 when it was a last realized the project would not make any money for the owners.

With the close of the privately owned railroad, the Spreckels management saw the necessity of some other means of transportation between the two towns. Wagons and horses were used but were too slow.

Since a branch from the Factory into the city of Salinas could be used both for freight service as well as a convenience to employees and guests, the Spreckels interest surveyed a new branch which started near the Southern Pacific mail line on the Alisal branch, then paralleled the tracks of the larger company into the town to within a block of the Southern Pacific depot.



The "Dinky", originally used in San Francisco to carry passengers to and from the Clif

This new branch began at the Salinas Junction and was a little over two miles long. It proved useful and popular, a fact that can be proved from records that show as many as nine trains a day running between Salinas and Spreckels in the year 1921.

Five years later, however, passenger service was abandoned entirely and buses were substituted.

About this time, the line began to assume the proportions of a real railroad. From the original Baldwin locomotives, the number was gradually increased to nine locomotives by 1915. There were six passenger cars, 3 combination freight and passenger cars, 2 baggage cars and some 260 freight cars of various types and descriptions.

By 1907, the railroad had carried some 3,000 passengers and 123,000 tons of freight. 1915 was the beginning of the peak years of operation with 1919 being recorded as the highest volume year. The railroad carried nearly 159,000 passengers and 175,000 tons of freight during that twelve month period.

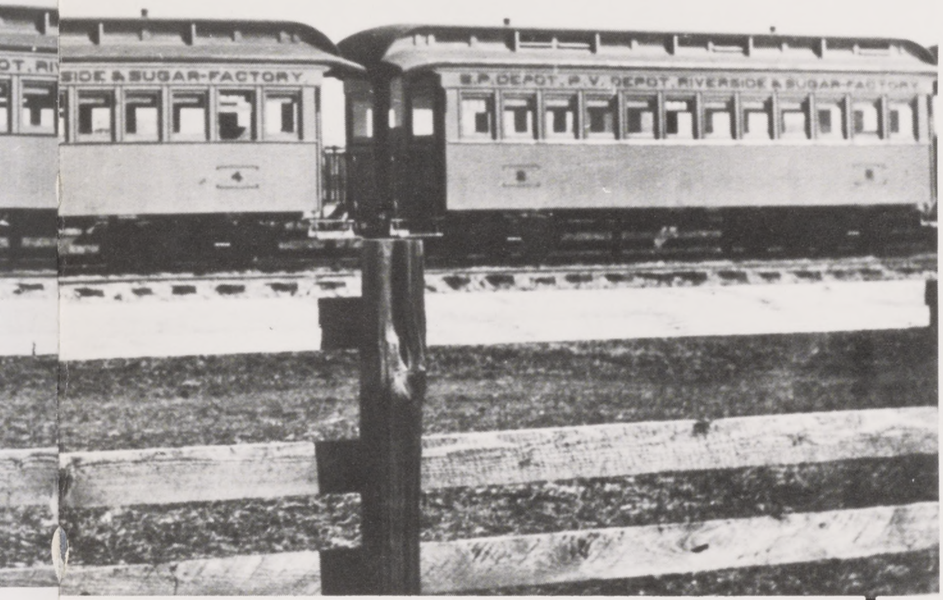
The reasons for all this activity are easily understood.

First, the passenger business, including the take-over of the line between Salinas and Spreckels, prove quite profitable. Daily train service was provided by six trains. The first train pulled out of Spreckels at 5:55 a.m. and arrived in Salinas at 6:25 a.m. The train leaving Salinas at 11:50 a.m. connected with train No. 1, leaving Spreckels at noon for Watsonville. This train arrived at Watsonville at 1:45 p.m. and arrived at its destination, Spreckels, at 4:30 p.m. The last train of the day left Spreckels for Salinas at 7:10 p.m. and arrived at Salinas at 7:25 p.m. The return train arrived back in the home station at Spreckels at 7:45 p.m.

The fare between Salinas and Spreckels was 15 cents one way and 25 cents for a round trip. It cost somewhat more to travel from Spreckels to Watsonville. A one way trip sold for 50 cents and a round trip ticket 90 cents.

Besides providing a reliable source of transportation that was considered fast when compared to the travel time of a horse and wagon, the railroad provided an economical means for hauling sugar beets from the field to the Factory in an ever expanding market.

Shortly after opening the Alisal Branch, special trains were operated on Sunday to a large picnic ground near the end of the line. Picnickers brought their own lunches and barbecued beef was served to all without



from the Cliff House, ran between Spreckels and Salinas, from the Spreckels Hotel.

cost and second servings were available as often as desired. Quite a bargin for the price of a ticket - 25 cents!

These outings proved popular, far beyond their originators' wildest dreams, for barbecued beef was a rare treat in those days. The supply of beef was ample but not so the patience and good will of the resident farmers who donated the beef. So, the gourmets' delight came to an end.

For a time, the six hundred acres dedicated to funmaking still resounded with the happy sounds of merrymakers but the absence of free beef finally led to increasingly diminished attendance until an insufficient number patronized the trains and the picnics ended.

Still another recreational venture of much the same type was tried. This run was meant to be a box car picnic excursion to Moss Beach, toward Watsonville. Since there was no "free" inducement to this activity, the lack of which would jeopardize attendance, patrons came with constant regularity throughout the long seasons of warm sunshine, finding the lovely beach along the Monterey Bay a delightful site to spend a carefree day.

An amusing sidelight to the railroad involved the local hobos.

Cars of fermented beet mash were spotted almost daily on a siding adjacent to the Salinas River and convenient to a nearby hobo "jungle". The cars were waiting to be taken to the plant for unloading. Since the hobos were fond of a good drunk, it did not take them long to realize the potential that existed in the railroad cars.

They would gather up a number of empty bottles and would then raid the sugar company's cars of mash. It was a simple matter to load a large burlap sack with mash, go back to their camp and squeeze the juice from the mash into bottles. It made a potent beverage for those with strong constitutions, had plenty of "head" and left it imbibers with quite a headache after the effects of the hooch were over. But the "jungle" had a capacity guest list during the season of free drinks.

No shortline railroad of America could ever boast of a smarter appearing stable of iron horses. All were P.V. Baldwin-built, except for the last engine acquired which was built by the Schenectady Locomotive Works. All had cap stacks adorning their extended smokeboxes and they were as trim looking little locomotives as ever turned a wheel.

Many people have mourned the engines which met an unfortunate end. Many of them were reduced to scrap even though they were still sturdy and still had years of usefulness ahead.

Locomotive No. I was the first engine to leave the line. It was sold to the Redwood Lumber Company which was operating along the coast of California north of San Francisco. It operated there for several years but finally reached its last run. Shipping it out of its home terminal was not warranted so it was run part way out onto the dock of the terminal and dumped into a pit prepared on the ocean beach. It still lies there on its right side, completely covered with sand and the flotsam of the sea.

An innovation of this little shortline was the use of telephones for train dispathing. Although this practice is common now, the local line was thought to be the first to try it.

Mr. W.C. Waters, General Manager of the Pajaro Valley Railroad, inaugurated the practice. As a result, there was never a collision between two trains in the entire history of the line, despite the fact that there was never any form of semaphore signals.

The arrangement was unique in still another respect.

Each train and each conductor was equipped with a fishing pole with a stiff wire hook on the upper end. The hook was connected to a wire running down the pole to the other end and a free length of copper wire was available for attachment to a portable telegraph set. When a crew wanted to find out where other trains were on the line, the engineer would run the train into a siding and the conductor would bring his fishing pole out of the caboose, hook it up over the telegraph wire and set to work tapping on his telegraph key. The system was very successful.

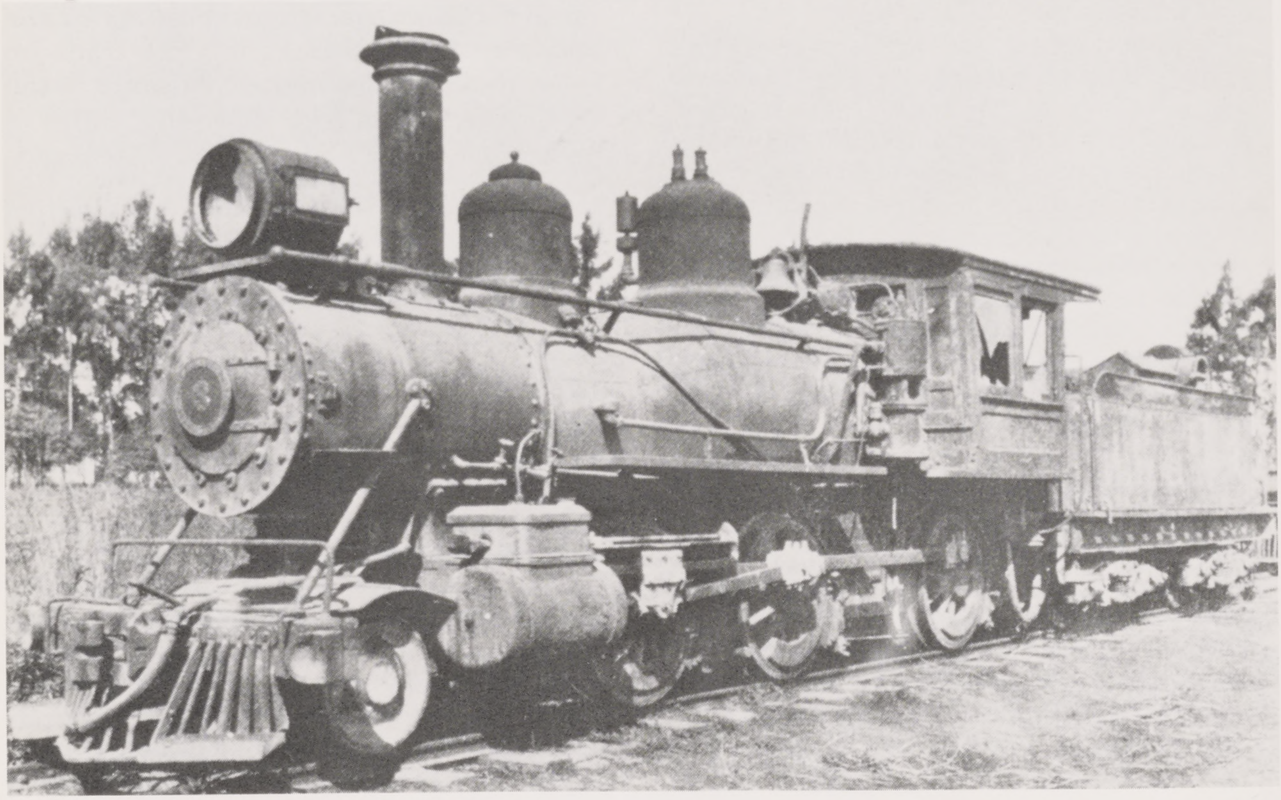
A novel means of facilitating the unloading of wagons of sugar beets was adopted early in the history of the line.

A strong and ample net was placed in the bottom of the farmer's wagon. The sides of the net were draped over the sides and ends of the wagon's crib. The beets were then loaded into the crib in nearby fields and the wagon was driven alongside a railroad car at the nearest siding.

A block-and-tackle was attached to the nearest rail of the mainline track. The line was carried up over the car and to the far side of the net on the wagon with the near side of the net being attached to the railroad-car side. By attaching a team of horses to the tuning line of the block-and-tackle, the load could be pulled up and out of the wagon somewhat in the form of a huge basket. The beets were then dumped into the car.

The Company management was not insensible to the hazard created to passing trains that this loading process entailed and strict warnings were issued to all.

ENGINE THREE OF THE PAJARO VALLEY CONSOLIDATED RAILROAD



The 1914 train wreck was the worst ever for the small railroad.

Breaking those rules caused disaster for the Pajaro Valley Railroad.

James Larkin, a rancher, had dumped one load of beets into a waiting car at Gaffey's Switch by means of the net-and-tackle method one October morning in 1910. He saw one train pass and should have known that another would be along shortly. But either he miscalculated the time or forgot about the next run and he left the menacing block-and-tackle chained to the track. Larkin was almost a mile from the scene when he heard the whistle and realized his mistake. A tule fog covered the landscape with a heavy blanket of mist. S.H. Wycoff, the engineer of the approaching train, saw the obstruction on the track but did not have time to stop. He whistled "down brakes" to the crew of the mixed train as the engine hit the chained mass and then he attempted to throw the Johnson Bar into reverse position. But the engine had left the rails, the weight of the following cars shoving the locomotive along the track until all the wheels were on the ties. Toppling over, the engine nosed into a concrete culvert and turned on its right side, pinning the unfortunate Wycoff under the Johnson Bar in his engine cab.

Several other crew members were bruised from the accident but Wycoff suffered the worst fate; he was killed.

The most disastrous calamity ever to befall the railroad occurred four years later, in October of 1914.

A new four-span wood and steel bridge with trestle approaches had just been completed over the Salinas River at Spreckels, carrying the Buena Vista branch to the left bank

For some reason, several loads of gravel had been dumped alongside the track on the span directly over the only water in the river at that time of the year.

As a loaded beet train, headed by engine No. 6, began crossing the bridge, the span suddenly collapsed, hurtling the locomotive into the river channel. Six cars followed the engine down, the remainder of the train fortunately staying on the track.

One man, a painter who had been working on the bridge, was killed and six other men were injured.

Cause of the collapse of the new bridge was a mystey but it was generally attributed to faulty construction. The bridge had been designed to carry five times its anticipated load and all of the timber and steel used in its construction was new so there was no reason to believe the collapse was caused by faulty materials.

It was indeed fortunate that only one life was lost in the accident. Had the rest of the cars also fallen, the fatality number could have been much higher.

Growing application of the internal combustion engine was bound to exert an ever increasing influence on the transportation of sugar beets. Trucks began to appear, replacing the slower horse driven wagons which took beets to the railroad car sides and eventually the trucks began to transport the beets directly to the Factory. This new mode of transportation was the handwriting on the wall for the "Pee Vee."

It was about 1919 when the first signs of the declines in the railroad business began to have an effect. From then on, the descent toward the unprofitable accelerated year by year. Deficits grew until it was evident in the late Twenties that the railroad had reached the end.

The 1927 beet campaign was the last handled by the railroad and late that year, the locomotives were placed on a little used siding near the Spreckels plant where they never again turned a wheel nor blew their horn.

The year 1930 witnessed final sale of all motive power of the slim gauge to the Southern Pacific Company, which bought the nine remaining locomotives just as they stood on the siding among the weeds. The engines were not reduced to scrap, however, until 1935 when a crew of acetylene torch wielders dismantled the mighty mites.

LOCOMOTIVES OF THE PAJARO

ROAD NUMBER	TYPE	BUILT BY	BUILDER'S NUMBER	DATE BUILT
1	2-4-2T	Baldwin	10947	6/1890
2	2-4-2T	Baldwin	10954	6/1890
2	2-6-0	Baldwin	12689	5/1892
3	2-6-0	Baldwin	12054	7/1891
4	2-6-0	Baldwin	15368	7/1897
5	2-6-0	Baldwin	17806	6/1900
6	2-6-0	Baldwin	17807	6/1900
7	2-6-0	Baldwin	17808	6/1900
8	2-6-2T	Baldwin	15369	7/1897
9	2-6-2T	Baldwin	14954	7/1896
10	2-4-4T	Schntdy	4740	7/1898

The boiler was removed from the chassis in each case, laid to one side, and then the chassis was cut up into pieces which could be easily loaded into freight cars, later to be hauled to junk yards to be sold for scrap.

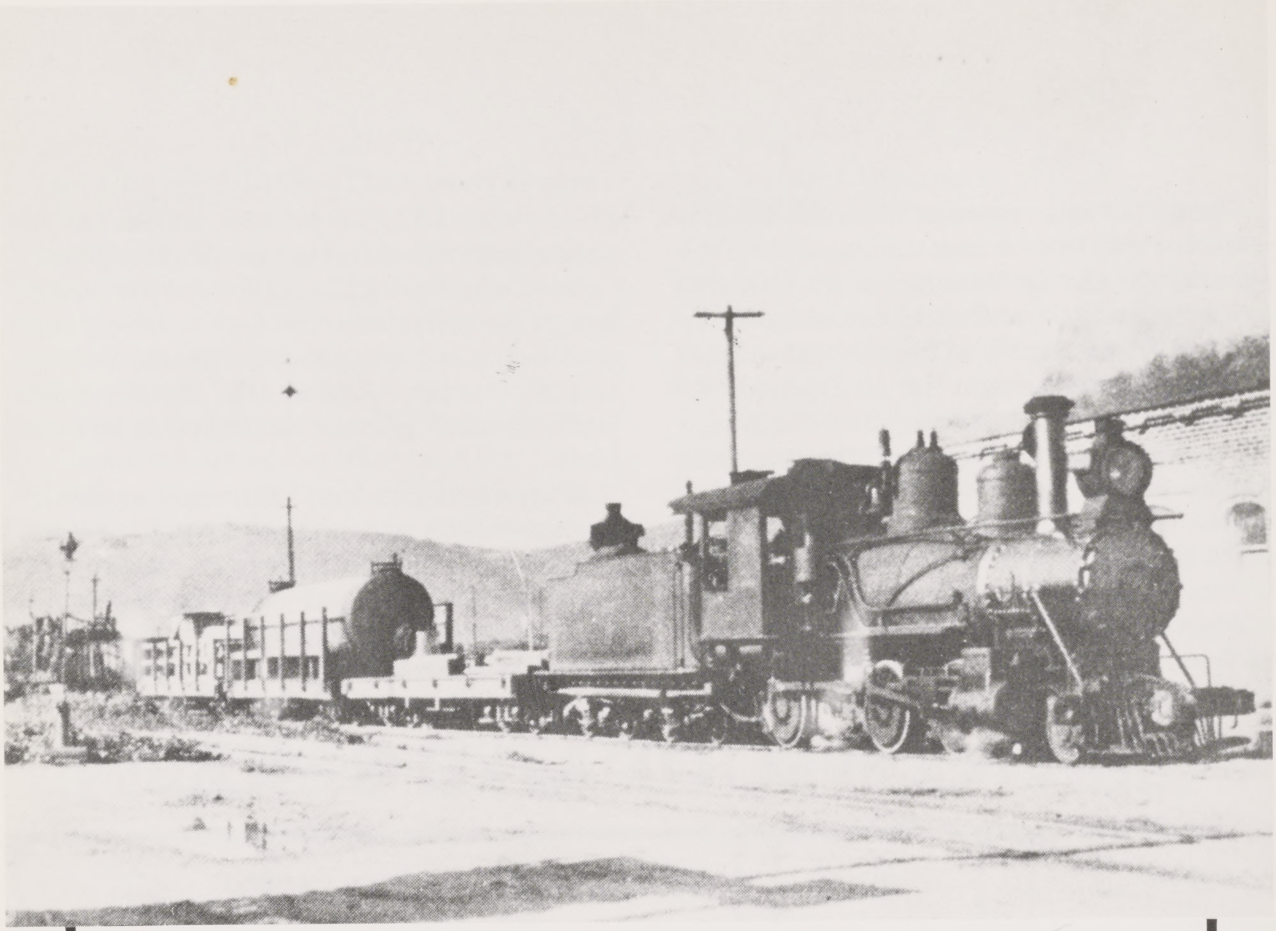
The last structure on the abandoned line to fall victim to the wrecker was the bridge which crossed the Pajaro River one mile outside of Watsonville. This was wrecked in August, 1936, its still sound timbers and metal also being sold for salvage. Two parallel bits of track are still embedded in the pavement of Wall Street in Watsonville, not far from the Southern Pacific depot. It is all that remains to indicate that a narrow gauge once operated in the neighborhood.

The Dead Beet Railroad joined the countless other shorelines throughout the country that were replaced by more modern forms of transportation that do the same job with much greater flexibility at less expense.

With the transition to different modes of transportation went all there was of the rhythm of clicking wheels, the romance of silver-toned bells, and the long wail of a friendly whistle, combining in a symphony of sound so dear to the ears of every railroad man and every railroad fan.

VALLEY CONSOLIDATED RAILROAD

DRIVERS	CYLINDERS	STEAM PRESSURE	REMARKS
37"	8x12"	130 lbs.	Sold to L. E. White Co.
37"	8x12"	130 lbs.	Sold March, 1892
40"	12x18"	150 lbs.	S.P. scrapped, 1935
40"	12x18"	150 lbs.	S.P. scrapped, 1935
40"	12x18"	150 lbs.	S.P. scrapped, 1935
40"	12x18"	150 lbs.	S.P. scrapped, 1935
40"	12x18"	150 lbs.	S.P. scrapped, 1935
40"	12x18"	150 lbs.	S.P. scrapped, 1935
42"	14x18"	160 lbs.	S.P. scrapped, 1935
42"	14x18"	160 lbs.	S.P. scrapped, 1935
47"	14x18"	160 lbs.	Former Florence & Cripple Creek R.R. No. 51 Acquired 1914, Scrapped by S.P. in 1935



THE LAST STEAM ENGINE OF THE PAJARO VALLEY CONSOLIDATED RAILROAD

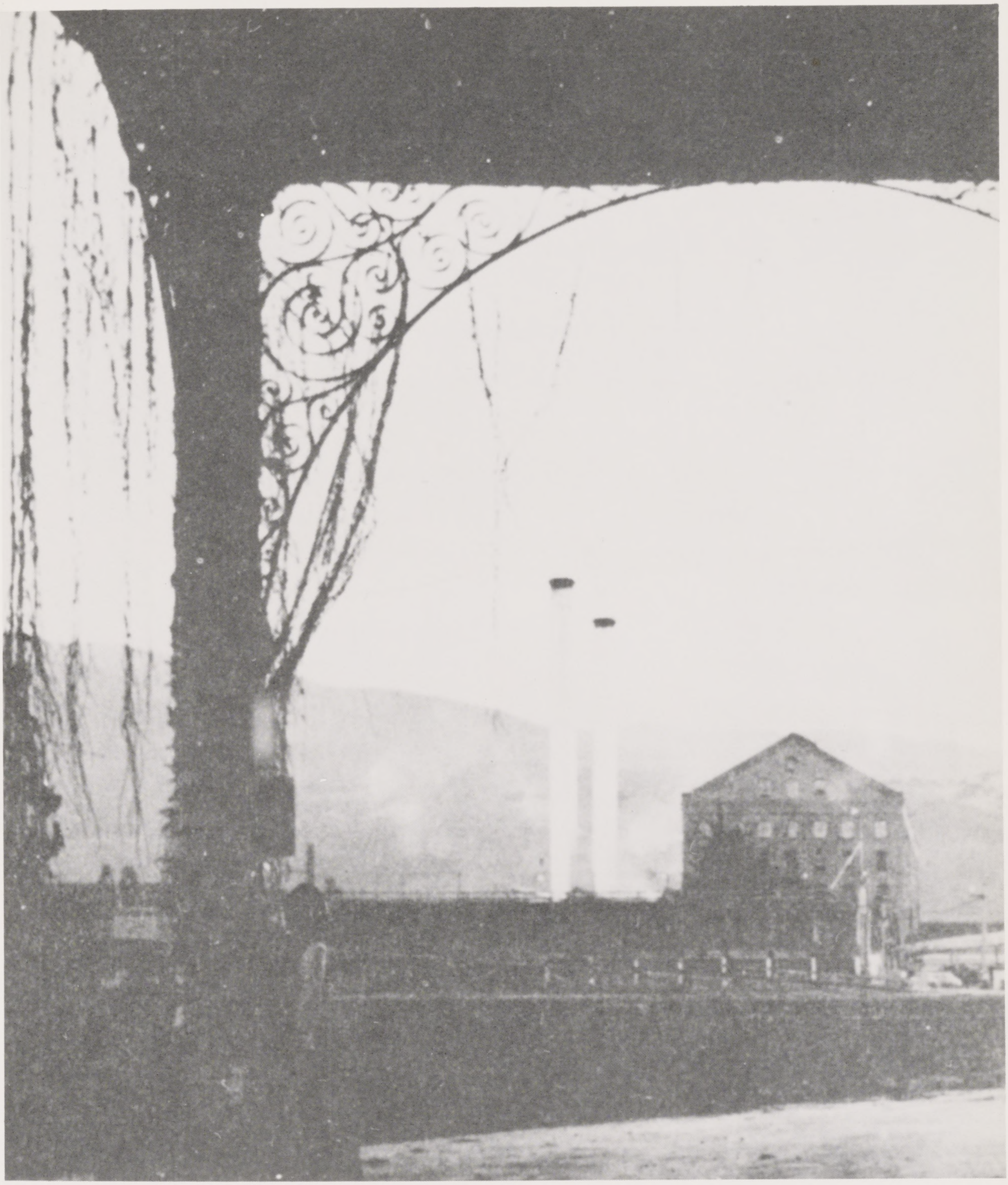
If ever there was a Railroad buff, it would have to be Ron Butler.

Ask him a question about Railroads, and he'd be more than glad to tell you what he knows.

So we did just that and the information in this section is the result of it. Actually, it's only part of the information, we didn't have room for it all!

Thanks for all you help Ron.

RON BUTLER



THE HARD YEARS

FACTORY ONE IN A CHANGING WORLD

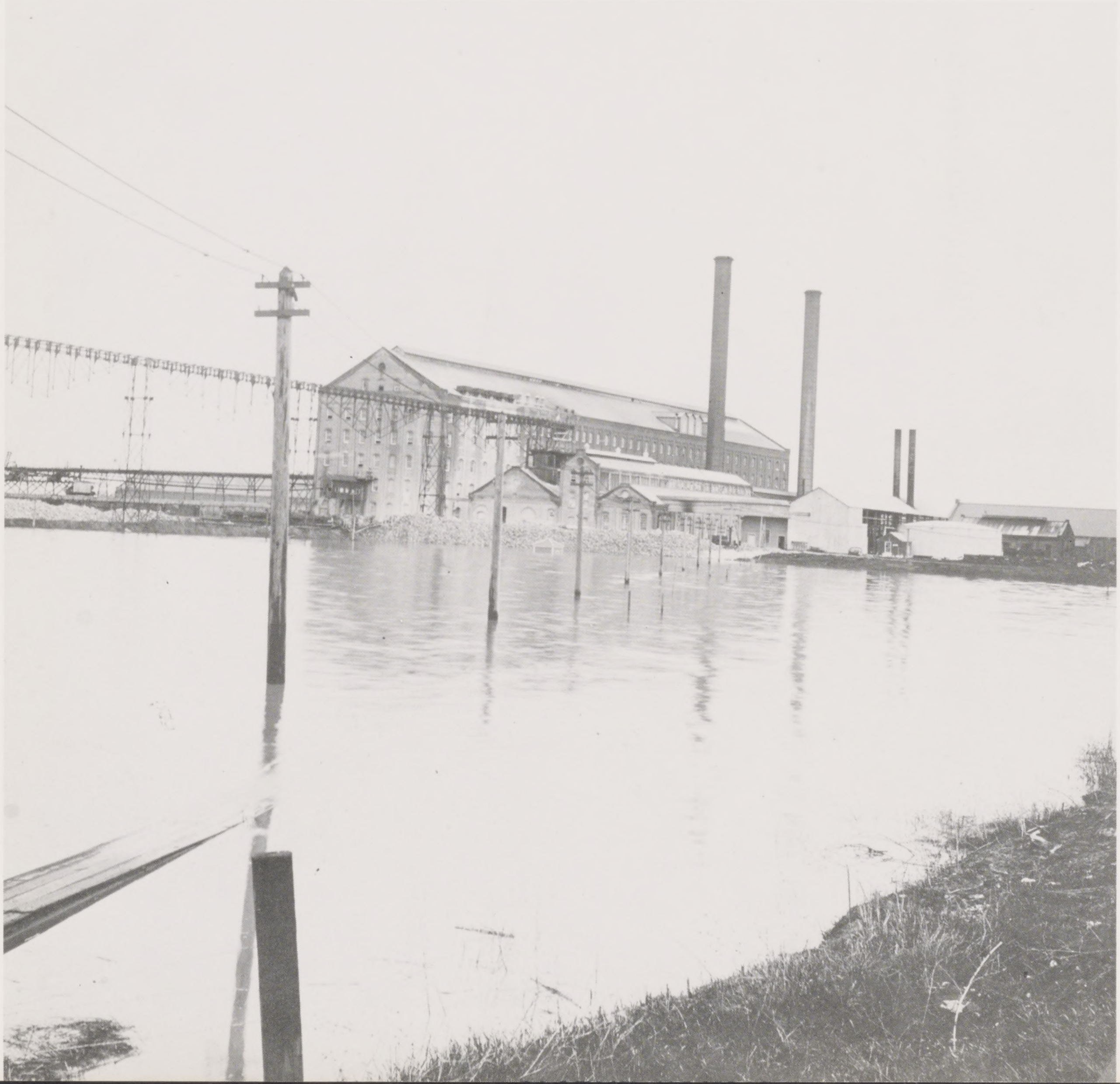
The first fifty years of the Factory brought about no great changes in the processing of sugar.

The country was too involved in World War I, the Great Depression and World War II to concern themselves with many advancements in the technological field.

However, just surviving during the troublesome years of the first half of the century proved to be a challange in itself.

Periodically during those first years, the Factory was flooded. The first time was in 1911 and then in 1914 the waters rose again.

Located not far from the Salinas River, the severe rains brought the river pouring over its banks and spilling out over the country side, leaving the Factory looking like it was built on an island.

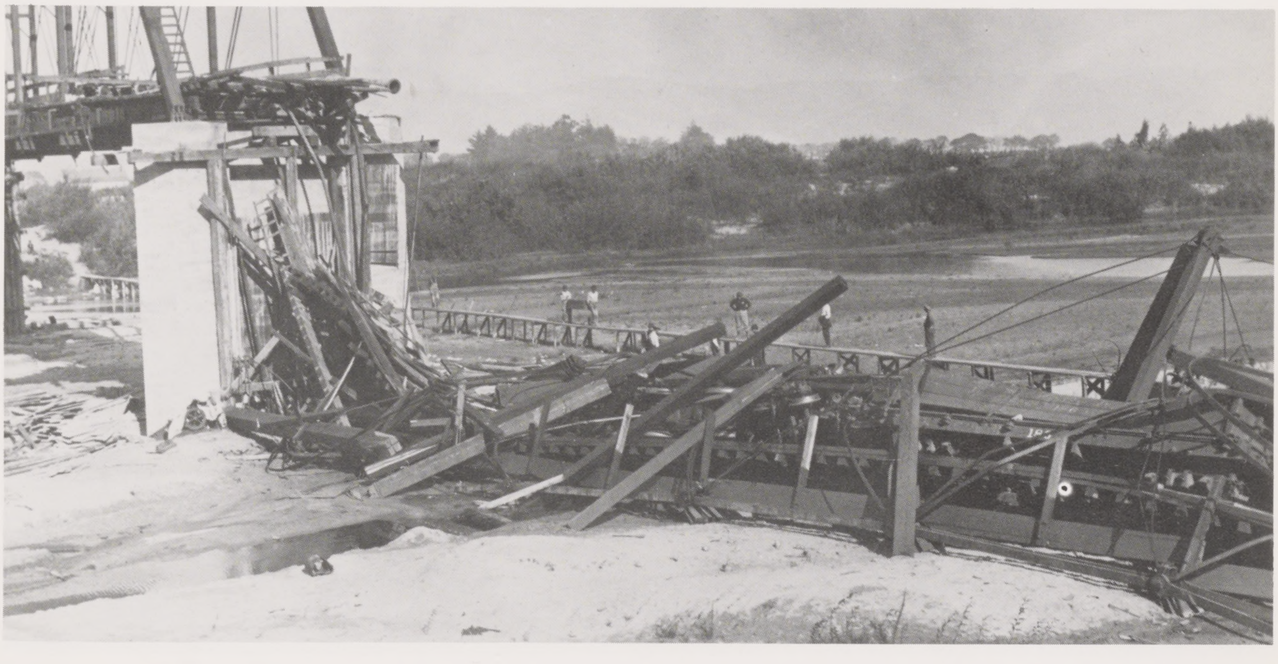


During the 1911 flood, the original wooden bridge was destroyed. It was replaced later on with a sturdier one.

The bridge was again destroyed in 1914 when a span from the bridge collapsed causing a train wreck.

Later that same year, another flood, the worst one in many years, flooded the land around the Factory.

The water rose 30 feet above the river bed. The rainfall for the whole year was exceptionally high, about seven inches above normal.

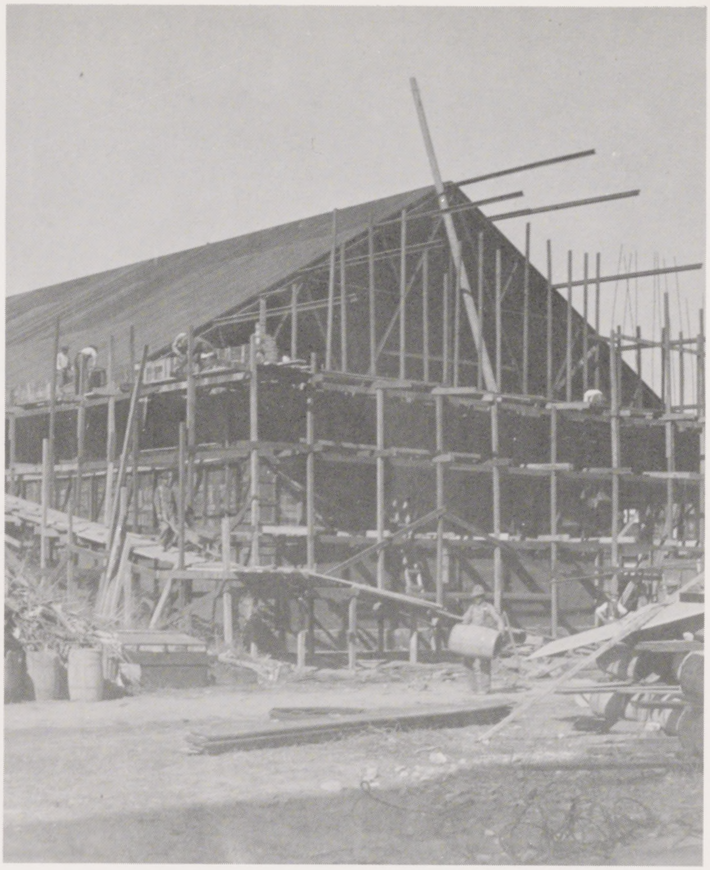


In the midst of the first World War, sugar was rationed for the first time.

The sugar rationing came about because Germany and France were unable to harvest their sugar beet crop so they had to turn to the outside world for sugar. As a result, there was an increase in the production of sugar cane. But this was not enough to keep up with the demand. The sugar beet industry had just become firmly established in the United States in the years just prior to the war. Although it was a growing commodity, it was still not on the production level of cane sugar.

During the war, however, the sugar beet industry saw further expansion as a result of the stimulation of high sugar prices and the policy of the government to eliminate the sugar shortage by fostering the domestic sugar industry.

To keep up with the increased sugar production, a new warehouse was built on the grounds of the factory. (pictured on this page).



Pulp Warehouse

Also built on the grounds of Factory I was a beet pulp dryer.

Beet pulp comes from the portion of the sliced sugar beet remaining after all the available sugar has been removed in the diffuser.

Prior to the installation of the dryer, the pulp was stored wet in large storage tanks.

Traditionally, farmers would bring in a load of sugar beets and take away a load of beet pulp to feed the farm animals. In later years, after the pulp was dried, it was bagged in burlap.

Through the years, sugar beet pulp became an important by-product at Spreckels Sugar. Although sugar was always by far the major business of the Company, at one time, it was the largest producer of molasses dried beet pulp in the United States.

Another addition to the Factory after the first World War was the installation of the first Steffens Process to desugarize molasses as a method of recovering greater amounts of sugar from the beets.

The Steffens Process allowed as much as 10 to 14 per cent additional sugar to be recovered from the beets.

The years of the depression were hard times for all.

After the first World War, continental Europe turned again to beet sugar and the result was an over-production of sugar throughout the world.

Many countries placed high duties on sugar in order to protect their home industry from the flood of sugar from the outside.

In the United States, two tariff acts were passed in the early 1920's, both of which raised the duty on sugar entering the United States from foreign countries.

In 1930, the duty on sugar was again raised when the tariff act passed that year. Despite measures to protect the price of sugar, the price gradually declined in this country throughout the depression period.

In 1921, the average whole sale price of refined sugar in New York was 6.2 cents a pound. By 1931, it had declined to 4.4 cents a pound.

As the depression wore on, things got worse for the sugar industry. Prices declined even more and companies tended to increase production in order to maintain revenue, but this only tended to depress prices even more.

Wages were hovering around the 27 ½ to 32 cents an hour mark and the hours were long and hard.

Employees were expected to work 12 hour shifts, seven days a week and when it came time to switch shifts, many of the employees were called to work 18 hours in order to keep the factory operating at full capacity.

About 1800 men were employed in the factory and it was tough to get a job. Often times, it depended on who you knew as to the chances of getting a job. Or, it could depend on the instruments needed in the band or positions on the baseball team.

Sports and the Spreckels band were high points in the men's lives and if there was a

Being a member of the Spreckels Band was sometimes the key to a job. The musical organization was featured at many occasions including the Salinas Rodeo parades.

Baseball was a favorite pastime for almost everyone.

Starting back when the Factory first began, men would grab a ball and a bat or stick and draw out a diamond on which to play.

The games grew more elaborate as mitts, uniforms and grass playing fields came on the scene.

Around the town of Spreckels, there were several baseball diamonds which were well used.

good ball player or band members who needed a job, their chances were that much better since they could be put to dual use. Of course, once the ball season was over, the chances of being laid off were better too.

Labor organized in April of 1937 and some improvements in the working conditions were made.

Unlike many labor unions, the group chartered under the American Federation of Labor was not started due to an uprising among the workers, but rather it was started as a company organization.

The first organizers and charter members of the group were Mathew Burns, W. Summers, A.J. Shadeck, F. Jordon, R. Boyd and Martin Miljarak.

The organization brought an end to hiring on a friendship basis, wages were increased and the work week was shortened to only six days a week with work days only 10 hours long. Eventually, unionization meant equality in the hiring of women. But when it first started, women who worked in the Factory, and there were not very many, worked in the sewing room.

Located on the fourth floor of the main Factory building, bolts of white cloth, canvas and bales of burlap could be found waiting to be converted into sacks and filter cloths.

About 15 women were employed in the sewing room where filter cloths for the Oliver, Sweetland and Standard liquor filters were produced as well as white sugar sacks for packaging sugar and burlap sacks for packing beet pulp.

Men were on hand to lift the huge bolts of material and to cut the cloth into the correct size for sewing.

Production levels for the bags were usually high. Depending on the type of bag that was needed, women were expected to sew 4,000 white sacks a day, or 3,750 burlap sacks for industrial use or 2,000 beet pulp sacks.

After the women put the bags together, they were trundled to the printing presses, located on the same floor, where the company logo and name were printed on.

Although paper packaging eliminated the need for a large sewing room, at the time of closing, Trine Gutierrez was still employed to make cloths for the Standard Liquor Filter.

THE WAR YEARS

World War II engulfed the entire country in a battle for freedom. People everywhere rallied behind the flag and did their part to aide in the war effort.

At Factory I, sugar workers again found themselves working to produce a rationed commodity.

Sugar was rationed in order to guarantee enough to satisfy demands of the United States as well as the country's allies. In addition, thousands of tons of sugar were expected to be distilled into industrial alcohol to make, among other things, explosives.

Employees were urged to buy war bonds and special savings plans were incorporated into the payroll plan.

Servicemen were the crowned princes in every community. The same went for the Spreckels employees who served their country.

Pictures of the men were featured in every issue of the **Honey Dew News**, the Company newsletter, along with letters from them. The periodical was sent to all the employees who were in the armed forces.

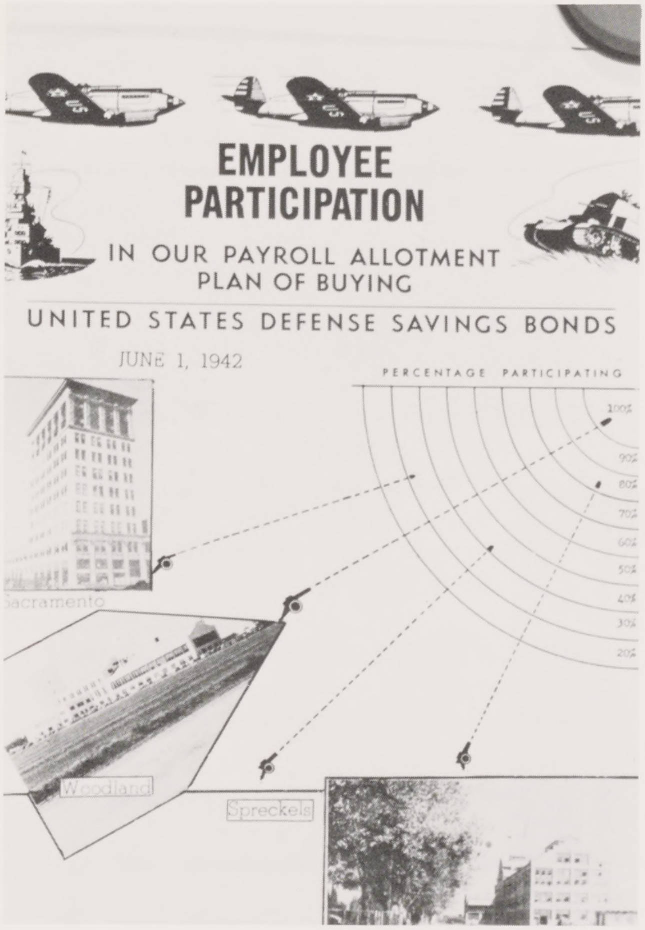
When the men left the Factory to enter the military, they were sent with a khaki bag full of goodies including a toothbrush, comb, soap, razor blades, cigarettes, shoe strings, buttons, tooth paste, shaving cream, wash cloth, needle, thread, Life Savers, stationery, a pencil, a deck of cards and a copy of Coronet. In addition, the men were sent care packages of Spreckels Sugar plus other items such as candy and cigarettes.

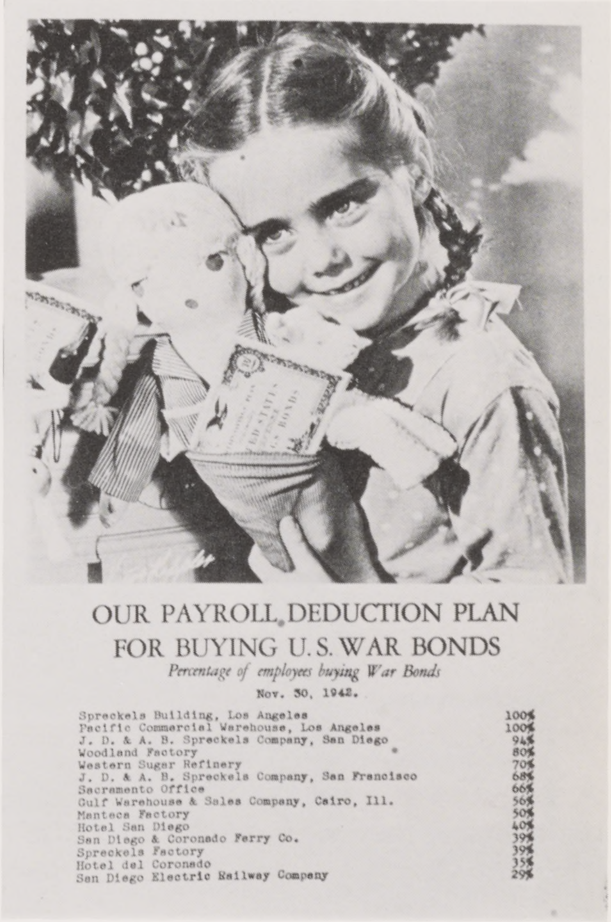
The **Honey Dew News** cautioned employees that "The workman who takes a day off occasionally, without a good reason, should realize that such time off is irretrievably lost, not only to himself but the national effort as a whole. This is a threat to our country's part in the war, even though he may not be making bullets. Our troops in combat service do not punch in on a front line time clock at eight o'clock and out at four, nor absent themselves from their post when the fancy strikes. Nor do the production line workers in the countries of our enemies."

Merton W. Elliott

John Weimer

The men pictured above, Elliott and Weimer were just two of the Spreckels Sugar employees who went off to fight the war. Both of the men wrote to the **Honey Dew News** with news of the war and thanks for the care packages.





OUR PAYROLL DEDUCTION PLAN FOR BUYING U.S. WAR BONDS

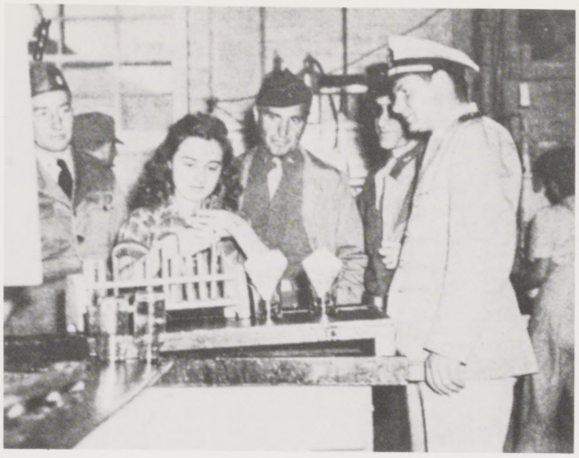
Percentage of employees buying War Bonds

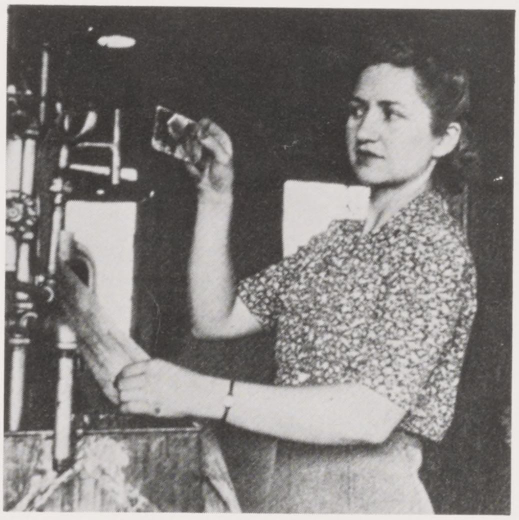
Nov. 30, 1942.

Spreckels Building, Los Angeles	100%
Pacific Commercial Warehouse, Los Angeles	100%
J. D. & A. B. Spreckels Company, San Diego	94%
Woodland Factory	80%
Western Sugar Refinery	70%
J. D. & A. B. Spreckels Company, San Francisco	68%
Sacramento Office	66%
Gulf Warehouse & Sales Company, Cairo, Ill.	56%
Manteca Factory	50%
Hotel San Diego	40%
San Diego & Coronado Ferry Co.	39%
Spreckels Factory	39%
Hotel del Coronado	35%
San Diego Electric Railway Company	29%

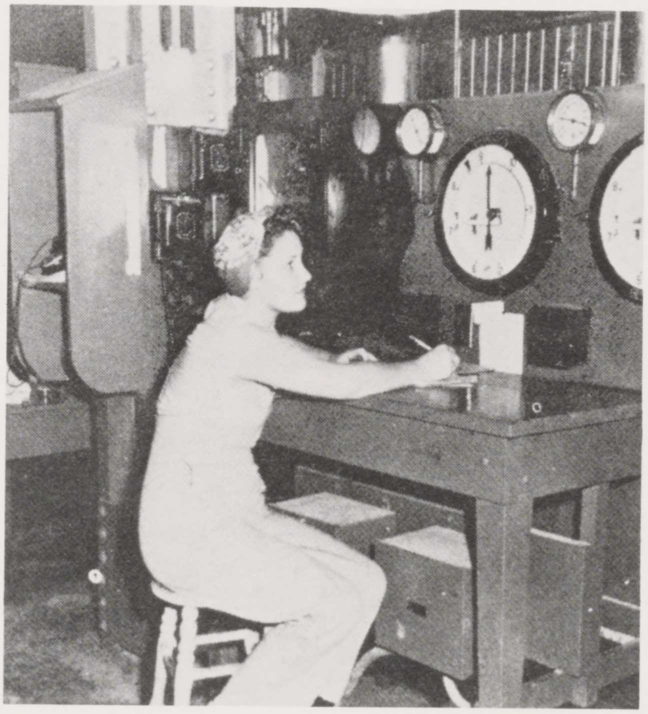
Spreckels Sugar Company was one hundred percent behind the United States in the war effort. In every issue of the **Honey Dew News**, the employees were urged to buy United States Defense Savings Bonds. A payroll allotment plan was established to help the employees save for the bonds. Those employees who purchased bonds became eligible for a drawing sponsored by the company. The prize? A Savings Bond of course.

WOMEN ON THE JOB





While the men went to war the women went into the Factory. They were a common enough sight in the sewing room or in the office but during the war, they assumed jobs at almost every station in the Factory. The women seemed willing enough to go into the Factory while the country was at war and there was a cause to fight for, but once the war was over and the men came home, most of the women opted not to return.



Technology in the sugar beet industry came to an almost complete stand still while all energies were put towards winning the war.

And many of the country's men were also dedicated to the cause. Many of them trooped off to war leaving the women to hold up the flag at home, and in the case of the Spreckels Sugar Factory, to keep the sugar mill running as well.

For the first time in the 40 year history of the Factory, women played an integral role in the sugar making process.

Although they were a familiar site in the office and in the sewing room, women moved into the boiler room, the centrifigual deck and into any other station where they were needed.

Statistics from the companies that were using women found them to be, as a rule, more conscientious than men in the same operations.

Because they were unfamiliar with the work, they had a tendency to be more aware of what they were doing and industrial injuries took a dip down while about 30 per cent of the Factory was run by women.

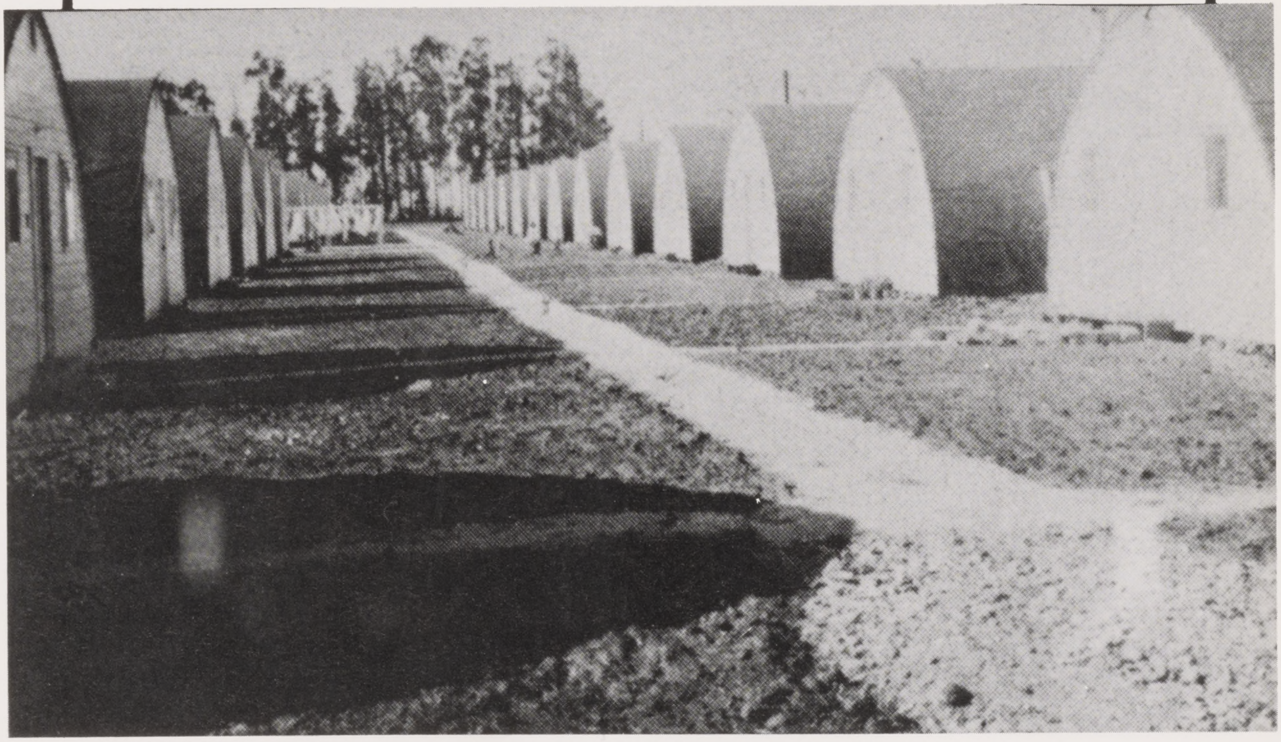
Special safety precautions were issued to women who worked in the Factory. They were told not to wear dresses, high-heeled shoes, jewelry or loose clothing.

A special building, known as the women's lounge, was constructed for the women as they strived to keep the mill running.

But even with many of the housewives working in the Factory, more and more men went off to war and labor was short around the Factory.

In an effort to keep the Factory running, soldiers were sometimes brought in to work in the mill. Indians were brought in from a reservation and there were even some rumors that the bums off the streets of San Francisco were called into action at Factory One.

Housing was in short supply during the war. Quonset huts were moved into the town of Spreckels which not only helped with the housing situation but the gasoline shortage as well.



Not only were the lives of women and soldiers changed by the war, but the men who stayed home found their lives different too.

Within the Factory, they found themselves working along side many people who had never worked in a sugar refinery before. Those who were skilled at the process had to work extra hard until everyone became familiar with the work. They had another duty added on too.

Because Factory One is so close to the western coastline, men had to stand guard at night and had to walk along the railroad tracks keeping a watch out for would be sabatogers. Armed with a pick axe handle for a weapon, the men spent many a night out in the Factory yard.

No one seems to remember scares while they were on duty, except for the games they played on each other.

With metal and other goods in short supply, especially good care had to be taken with the machinery. Equipment had to be kept in tip-top shape because not all parts were easily attainable and the chance could not be taken that a vital piece of equipment would break down and put the mill out of commission.

Repairs and maintance work had to be planned way in advance. Instead of bringing the machinery into the shop during inter-campaign, all the equipment had to be dismantled, inspected and the necessary repairs planned so orders could be placed for the necessary materials and parts.

One of the repairs made during the war was to put a new roof on the main Factory building.

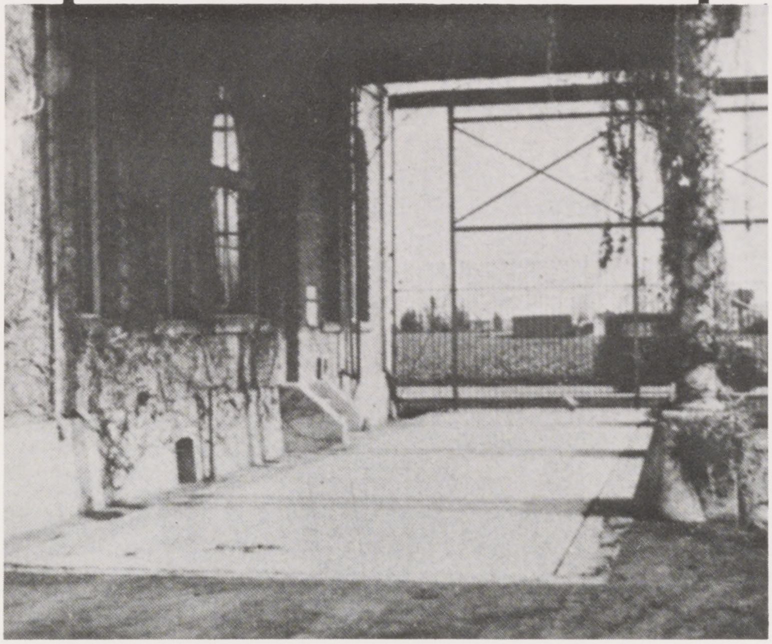
It was the largest, tallest building in Monterey County and before actual work could begin, workmen had to build 1,150 feet of handrail along the roof as a safety measure.

Repair work was also done on the shake roof of the Spreckels Water Reservoir. While conducting a routine inspection on the dam, the shakes were found to be honeycombed with termites.

The old roof, which was first laid in 1898 when the factory was built, was composed of butt cut split redwood shakes from the Santa Cruz mountains.

After more than 40 years, termites almost totally destroyed the wooden structure on the water reservoir which was built in 1898.

The new scales, which were installed in 1949, had a maximum capacity of 50 tons.



In 1949 a new scale was installed on the east side of the original main office.

The new scale had a capactiy of 50 tons and was 60 feet in length. It replaced a 1920 scale which had a capacity of 30 tons. Prior to 1920, the original factory scales were used. They were designed to be used with horse-drawn beet wagons. It had a capacity of only 15 tons.

By 1982 when the factory closed, even the scales installed in 1949 had become obsolete. The new scales have a capacity of 100,000 lbs.

Employees of the Spreckels Sugar Company installed new scales outside the original main office building near Spreckels Boulevard.

Spontaneous combustion in sacks of dried beet pulp stored in the northeast end of beet bins 1 and 2 caused a fire in November of 1949.

The aide of the Spreckels Fire Company, the Salinas Rural Fire Department and the assistance of every employee who could leave his station was needed to bring the blaze under control.

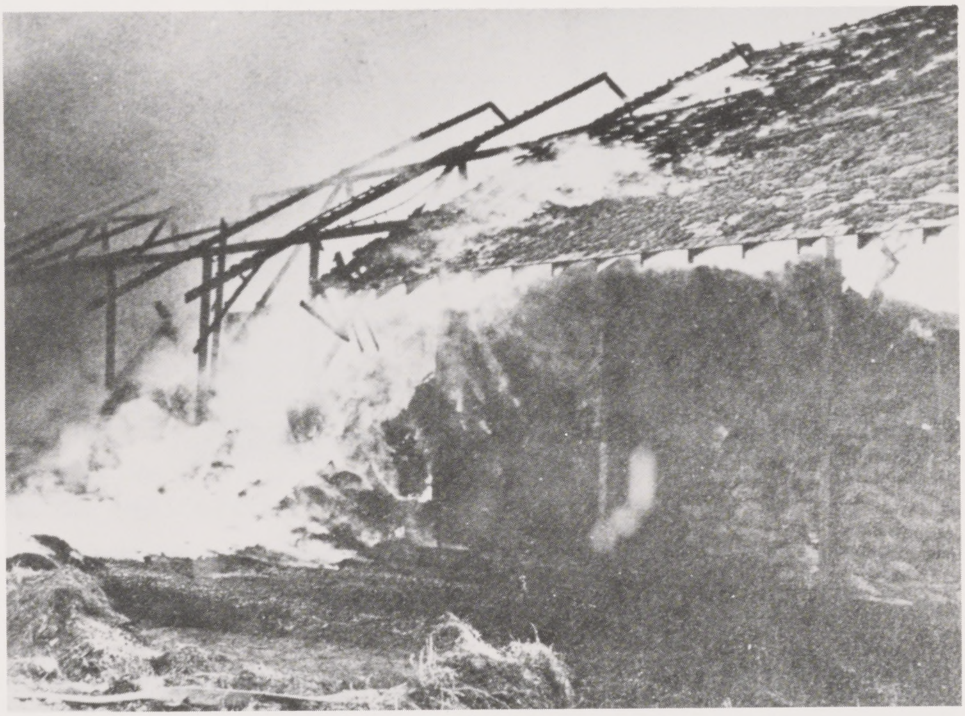
The fire, which was visible for miles, was brought under control after two and a half hours.

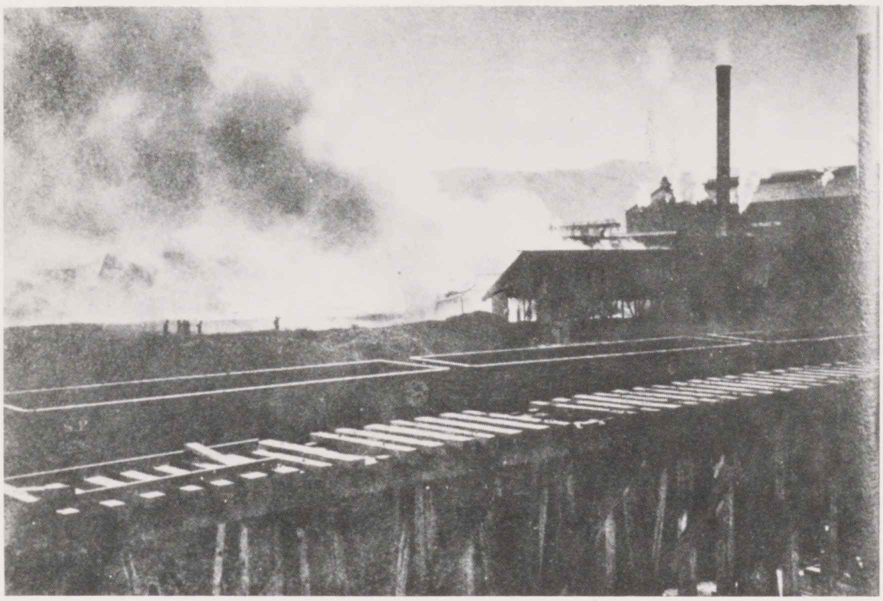
About 500 tons of dried beet pulp were destroyed by the fire.

In addition, 150 feet of a wooden shed and 45 feet of railroad trestle were damaged beyond use.

The Engineering Department immediately removed the debris and rebuilt the railroad trestle within 47 hours.

The fire of 1949 was not the first nor the last for Factory 1.





Spontanous combustion fires occurred several times during the 84 year history of Factory 1.

However, in 1918, the Factory suffered the only fire known to be set by a saboteur. The damage from that early century fire was also done to the pulp warehouse.

"Sweet News"

THE HONEY DEW NEWS

The **Honey Dew News** was a publication, it was a monthly and later bi-monthly magazine that was given to the employees of Factory I, as well as being sent to retired employees, employees that were in the service and other people involved in sugar and beet processing.

As the Company grew and more factories were built at other locations, the **Honey Dew News** was a way of keeping the "family feeling" in the Company. A feeling that was characteristic of Claus Spreckels' business.

Items in the **News** were not just limited to sugar processing details, but also announced births, marriages, graduations and awards of not only the employees but their families as well.

New equipment was duly reported in the pages of the **Honey Dew News** as well as explanations of the sugar making process, reports on the sugar beet harvests and other campaign data.

In 1954, the name of the newsletter changed to reflect the switch in the logo of the Company. Instead of being called the **Honey Dew News**, it became known as the **Spreckels Sugar News**.

The pages of the **News** now hold the history of the Company and its people, at least for the 30 years it was published.

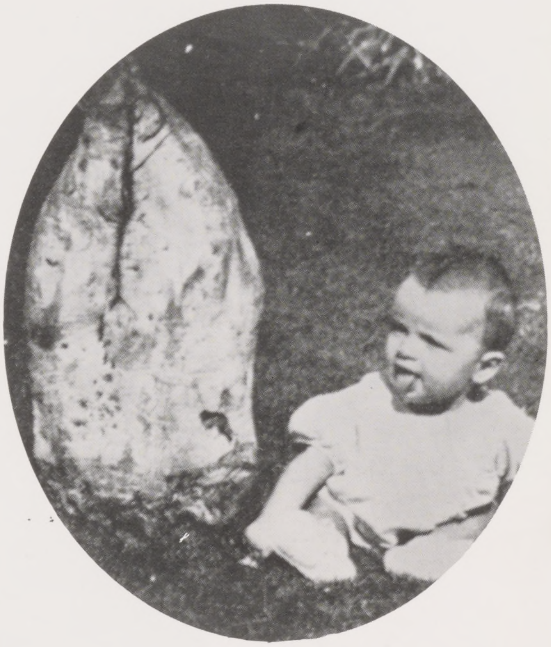
In 1966, the last formal issue rolled off the press and from that time, newsletters were left up to the individual factories.

This giant sugar beet weighed in at 46 ½ pounds, three times heavier than Juliette Marie Flores who was five months old when this picture was taken in 1949.

If the sugar content of the beet had run around 20 per cent, it should have produced about nine pounds of sugar. At the time this picture was taken, the average sugar beet weighed in at approximately two pounds and even those were termed "freaks."

This beet was raised by Louis Cattini on the J.J. King Ranch which was also known as the old Warnock Ranch. Located two miles northeast of Castroville, the ranch was in the Blanco-Pajaro-Watsonville District.

The photographer of this picture was Juliette's father, Robert Flores who was a fieldman for the District.



BEET
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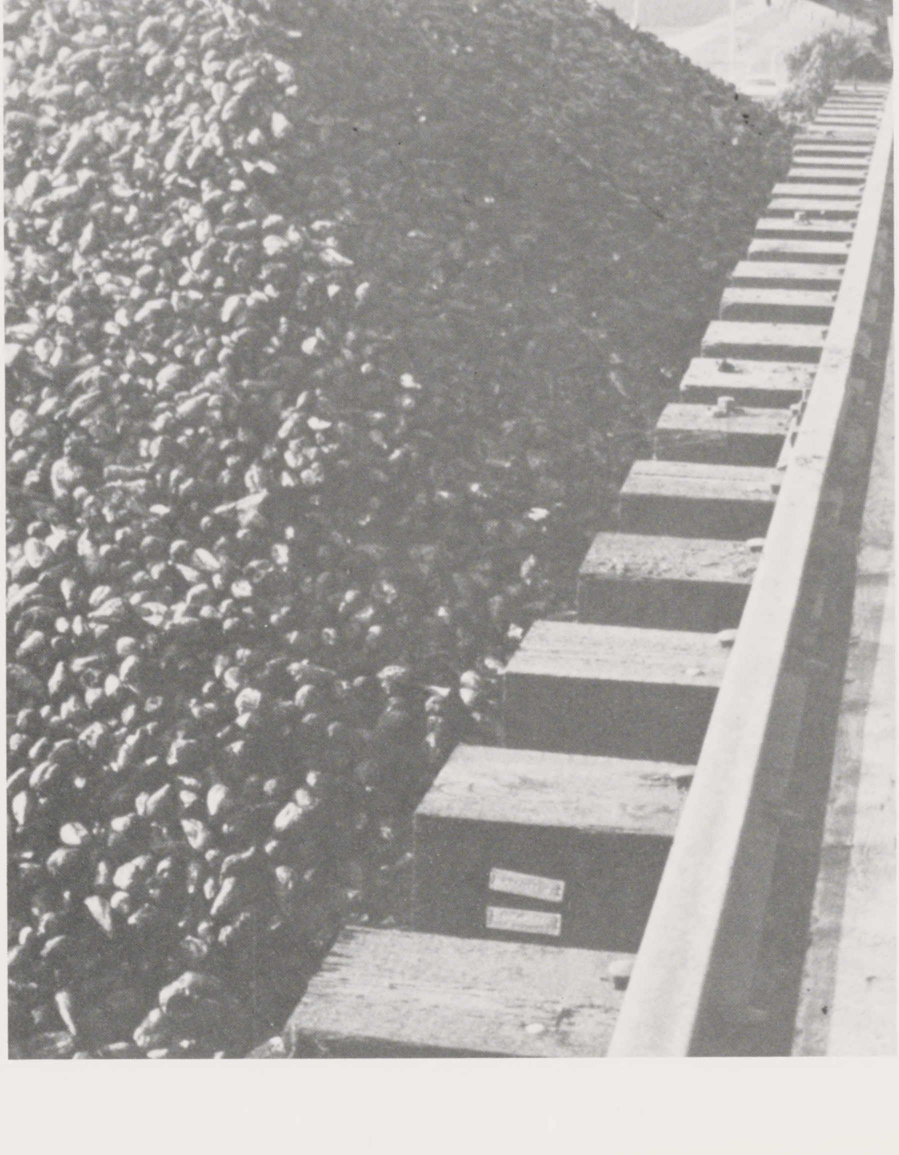


THE FIRE COMPANY

ON CALL . . .

GEORGE STADLER
FOUNDER

Along with the construction and opening of Factory I came the Spreckels Volunteer Fire Company.

Founded by George Stadler to provide a voluntary emergency service, the company has grown and prospered over the years and continues to be dedicated to the preservation of life and property in the Spreckels area as well as being a major social organization for the community.

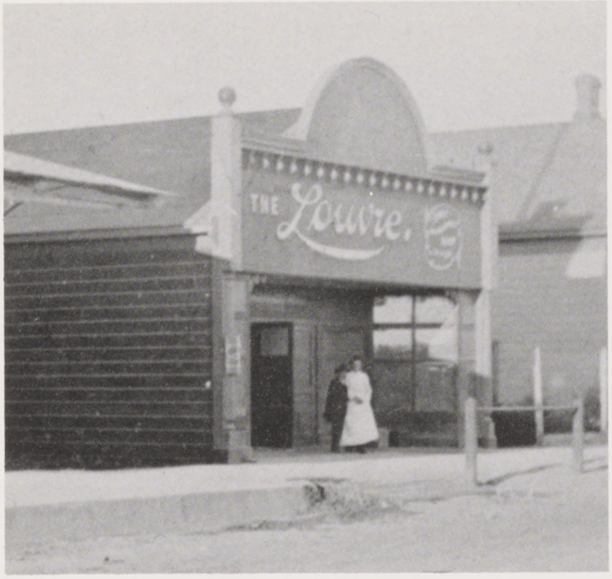
Originally, the company was composed solely of Spreckels employees, which stands to reason since they were about the only people in the town in the year 1898.

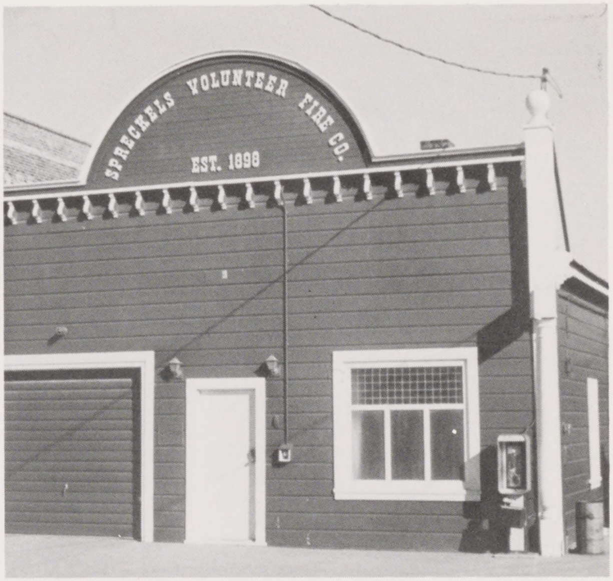
And originally, the group was known as "Hose Company No. I" and the firemen were equipped with hand drawn hose carts and chemical extinguishers.

The volunteers first met in a scale house located near the Pajaro Valley Consolidated Railroad tracks in Spreckels. Later, once the Louvre Restaurant and Saloon closed, the building was remodeled into the firehall which is still used today.

And later, in 1972, a new station was constructed on the site of the original fire bell tower. This new station is adjacent to the old firehall and houses the three engines and one rescue unit. Other new additions to the company have been a hose drying rack, shop and indoor bar-b-que, all built by the members of the Company.

The old firehall is now used principally for meetings and other social events, as well as housing recreational gear for the firemen. Old hose carts, turnout gear and other equipment are on display, including the departments pride and joy, a 1922 American LaFrance pumper, retired from active service in 1971.





The Louvre Saloon (upper left) was converted into the Spreckels Firehall (upper right).

Michael Gutierrez (center) is cooking for a catered dinner while Jim DeBraal (below) is selling fireworks. Both are moneymakers for the Company.

Most of the restoration work on the old engines has been done by members of the company. Over the past 84 years, the company has restored several pieces of equipment. Although most of it is not currently used to fight fires, it is in tip-top shape if the need should arise to call it into action.

The volunteer Fire Company is just what the name states, volunteer. None of the members are paid for their services and, in fact, the company does not receive any tax money so all operating expenses are paid through donations, fund raising and, from their largest benefactor, Spreckels Sugar.

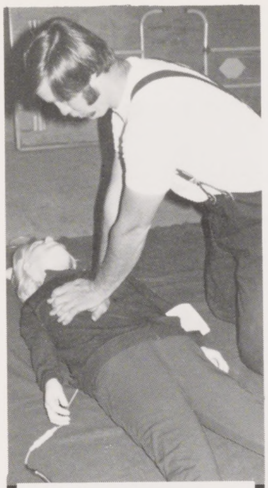
To pay for the equipment, supplies and other necessities, the members of the company raise money through various projects such as selling fireworks to the community, catering barbecue dinners for large groups and by working together on other department projects.

But the company is far from all work and no play. Present day parades and musters are regularly attended throughout the state. Firemusters are friendly competitions between fire departments and include antique fire engines, hose cart races, bucket brigades and water polo.

Spreckels teams have competed in muster events against teams from Los Angeles County to San Francisco and even Oregon, Nevada and Colorado. The muster team has won the California State Championship twice and has placed second four times. They have won more than one hundred trophies and awards since they began participating in musters. The Company's awards include "Best of State" awards and Sportsmanship Awards.

Locally, the company is involved with many community activities. They sponsor Boy Scout Troop 60, Cub Scout Pack 60 and co-sponsor a Little League team. The company also participates in the annual 4th of July celebration held in the town of Spreckels. During the Independence Day celebration, the Fire Company holds a special children's parade as well as a popular 10 kilometer run and a mini muster.

Everyone has a chance to get in the act during the 4th of July. Those who come to view the muster have a chance to join in the fun, although they soon find it's not as easy as it looks!



Dennis Bradshaw practices his CPR technique on "Annie" the dummy.

But try as he might, she just wouldn't breath.

Aside from the obvious fun and social activities, the twenty-five members of the Volunteer Fire Company spend hours training and drilling in order to prepare themselves for administering emergency medical treatment, fire fighting and fire prevention services.

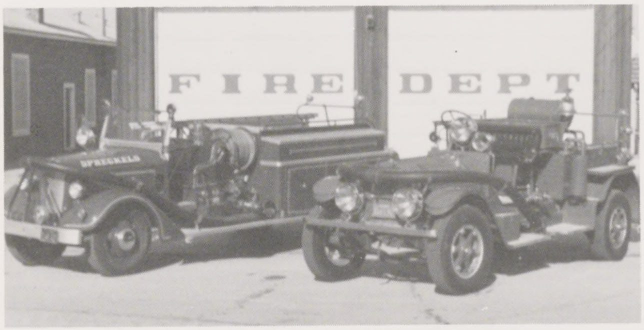
Weekly training consists of engine and pumping operations, self contained breathing apparatus instruction, rescue and salvage and other emergency techniques.

All of the firemen hold advanced first aid and C.P.R. credentials and many have taken credited fire science classes. Annual town inspections are made and notices are sent out advising of safety infractions.

In addition, fire prevention programs are given annually at the school.

There are approximately 225 dwellings under the fire company protection, in addition to the sugar factory site.

During 1981, there were 20 alarms responded to by the company; half of which were fire calls and half were emergency medical rescue or false alarms.



The back up units for the Spreckels Fire Company are kept in working condition and used in muster competition. Here (pictured upper right) is the 1939 Indiana White-Van Pelt Pumper and the 1922 American La-France Pumper. Those engines currently used by the Company include (pictured lower right) a 1952 White-Van Pelt Pumper, A GMC Van Pelt Pumper and a 1977 Rescue and Medical Emergency vehicle.

Although most of the Company's calls can be dealt with without too much trouble, every fifteen years or so, the company has had to face a major fire.

In the early days, a fire at the Resident Manager's house, built beyond the town and factory water system, was totally destroyed before the company could save it.

In the middle 1900's, the company battled a fire that severely damaged Warehouse 117 and another in the beet bins where a small portion of the bins suffered major damage.

More recently, the men and equipment were taxed to the limit when they battled a week long pulp fire in Warehouse 303 and a spectacular high wind swept fire in the open pile of beet pulp in Bin 32. A significant amount of pulp was lost although there was no major structural loss.

Three Spreckels employees that are also volunteer Fireman are (pictured below) Forrest Prater, Gene Meyer and Jim Conway

Albert Bredernitz is just one of the many children of Spreckels that enjoys the benefits of the Fire Company. His Dad, Robert Bredernitz, is one of the volunteers in the local Fire Company.

But, the essence of the company hasn't changed at all. Firemen still give kids soda pop, ice cream and free rides on the shiny red fire engines and when the alarm sounds, every volunteer in town drops what he is doing and dashes to the firehouse. Ready to work for their community once again.

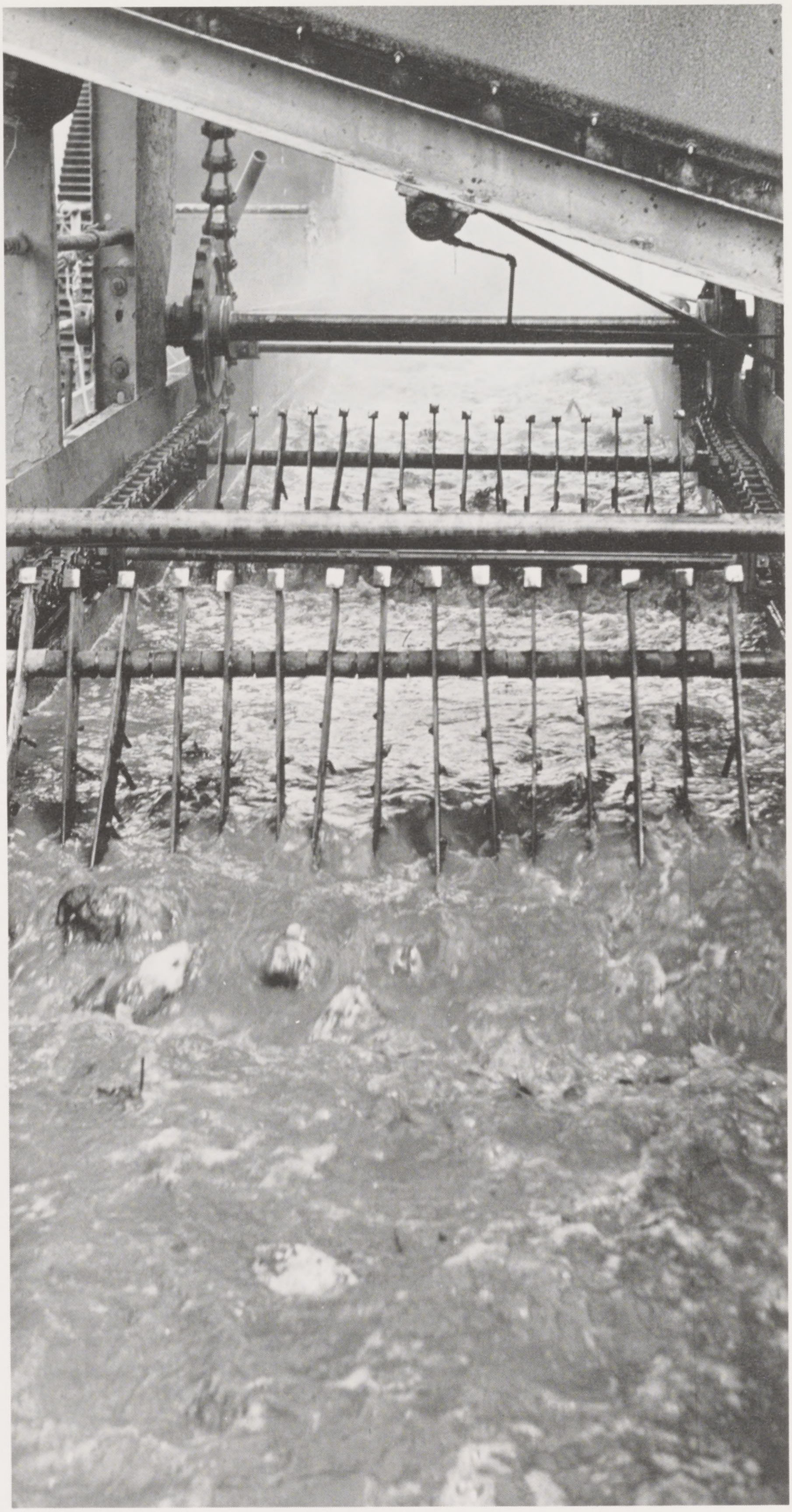
Sandy Smith

Many thanks go out to Sandy Smith for providing the information on the Fire Company.

He was a good one to ask since he has been with the Company for about 20 years and has been secretary-treasurer as well as Assistant Fire Chief, a position he still holds. He has been on the muster team for many years and is a past president of the Coast Counties Fire Association.

His help is greatly appreciated.

BEET FLUME AT FACTORY I



AGRICULTURE . . .

SALINAS VALLEY SUGAR BEETS

The most vital ingredient of Claus Spreckels' sugar empire comes from the soil: the sugar beet.

Without ample supplies of the crop, the Sugar King would never have realized his dream of the world's largest sugar refinery.

Claus Spreckels recognized the fertility of the Salinas Valley land and knew if he could convince the farmers to raise enough of the crop, he could turn Salinas into a booming area.

He had selected the Salinas Valley as his second Factory site in 1896. When he first came to Salinas to discuss the idea with local citizens, he was welcomed with a standing ovation and greeted by an enthusiastic audience.

His speech was to the point: "Now if you farmers will guarantee to grow the beets, I'll guarantee to turn 'em into sugar. I propose to build here at your door the greatest sugar factory and refinery in the world. . .It will eat up 3,000 tons of beets every day and turn out every day 450 tons of refined sugar. That means the distribution among the farmers of $12,000 every day and $5,000 more paid to workmen and for other materials in the manufacturing. . ."

Spreckels promised the Factory to the Salinas Valley on one condition: that the farmers in the area pledge 30,000 acres a year for beet production, a total of 90,000 acres every three years since beets had to be planted on a three year rotation.

Spreckels went a step further to insure an adequate sugar beet supply for the Factory. In 1896, he purchased the Llano de Buena Vista Ranch and in 1897, he purchased the Soberanes Rancho at Soledad and the King City Ranch, a holding of 12,000 acres around King City.

Through the years, other purchases were made including the Alisal Ranch, Ranch 11 at Greenfield and Ranch 4 located in the Soap Lake area of Santa Clara and San Benito counties. The Soap Lake Ranch was the only major purchase outside Monterey County.

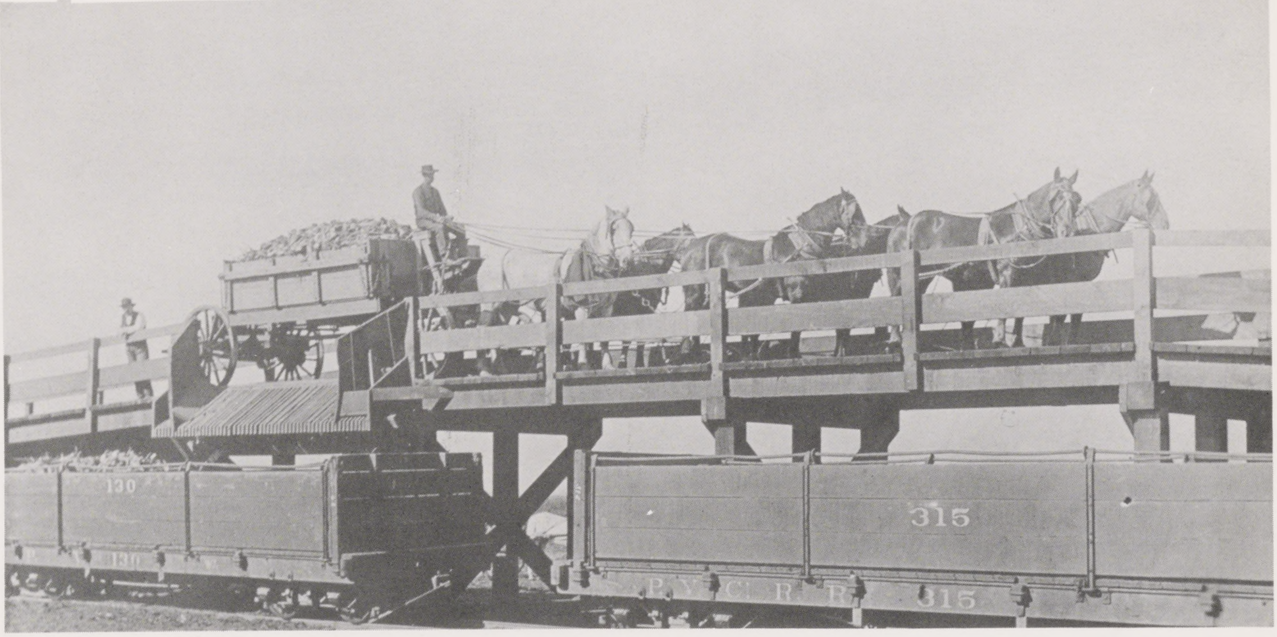
In addition, Spreckels rented other land that was operated by the Company. A total of 66,000 acres were owned or operated by Spreckels at various times during the development of sugar beet agriculture in the coastal area.

Spreckels was able to buy and rent the land relatively cheap because of the water conditions. Most of the land would only support grain crops but Spreckels invested in irrigation systems and was able to make the land more productive. Since the price of sugar beets was usually quite a bit higher than the other crops the land would sustain, it was a profitable venture.

With his supply of beets assured, things looked like smooth sailing for the agriculture portion of the factory. But such was not the case.

As early as 1899, the Agriculture Manager reported serious crop losses due to the blight disease. The Manager, Percy Morse, was inspecting beet fields at King City when he noticed a number of beets that had yellow spots on their leaves; and in time, the

The original beet loading stations in the Factory One area were not delivered to by truck or tractor, but rather by horse drawn wagons. The farmers wagon would unload into the Pajaro Valley Consolidated Railroad cars and then be taken to the Factory. This station was at Ranch One.



spots covered a large part of the leaf, which then curled and withered. Beets affected with the disease stopped growing.

Insecticides did not check the blight and disease continued to be a problem. Part of the acreage in King City had to be abandonded for that year.

Little did Morse realize he had just begun to fight a virus disease that would plague the sugar beet industry for close to 35 years.

The disease is known as curly top and is transmitted by the leaf hopper. Once discovered, samples of the blighted beets were sent to universities, to federal and state agencies, and to laboratories in Germany and Hungary. Word came from other factories that the same blight had struck beets in southern California and in the area west of the Rockies.

The blight continued for years and experts continued to guess at its cause. At one time, reports show that as many as 17 research men were working on the problem.

Fewer and fewer beets were planted and even fewer made it to the factory. In 1929, only 197 acres of beets were planted in the area.

Teams of plant pathologists, biochemists and entomologists joined the staff in a continued effort to fight the mysterious and still unknown enemy.

The leaf hopper was finally recognized as the carrier of the disease but this knowledge still did not provide a solution to the problem.

It was not until researchers realized that not all the beets in a field were infested with the disease that a selection process for resistance could begin.

By selecting the plants that were not diseased, researchers were able to work towards a beet variety that would not be susceptible to curly top.

Around 1920, several sugar companies, including Spreckels, pooled their research on the disease and gave their work to the United States Department of Agriculture which continued to work on the problem.

In 1926, the first seed of success were growing at the U.S. Department of Agriculture's Riverside Experiment Station. The seed had a chromosome with a strongly built-in resistance to the curly top virus.

The Federal Department released a resistant variety in 1933. This seed, along with a state program to reduce the leaf hopper population, the use of a granulated insect repellent and direct application of insecticide on infected plants, was a turning point for the industry. The curly top disease has not been an economic factor in over 20 years.

To develop sugar beet agriculture in the

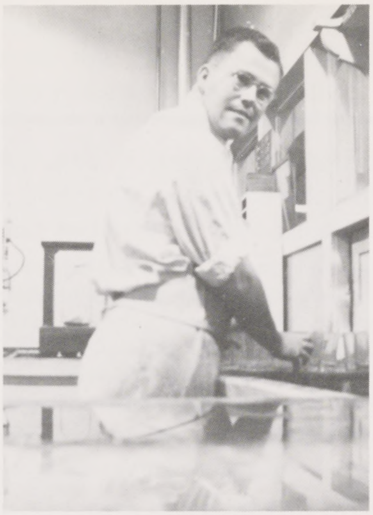
Although curly top disease is no longer a problem for growers, research on other diseases and new types of seed are still being conducted at Factory. Under the direction of Dr. James Schulke, sugar beets are grown in green houses on the Factory One grounds. Pictured below are some of the test beets grown in the green houses.

Salinas Valley, Claus Spreckels developed a new type of contract.

For the first time, farmers were given contracts prior to production of the crop. This guaranteed the farmer so much a ton for all the beets produced on a given acreage. The first contracts guaranteed the farmers $4 a ton for their crop.

In 1912, a new method of payment was formed. Instead of being paid for tonnage only, a sliding scale was established and the farmer was paid according to the amount of sugar his beets contained.

Random sampling for sugar content is still the accepted process for determining the sugar content and the tons per acre of a farmer's beets. The price is set at the beginning of the season and is based on the market value of the sugar sold in the marketplace.



Samples from every load of beets that entered the Factory were taken and processed through the Tare Lab.

In there, the beets were weighed and the sugar content was determined. The men in these pictures all worked in the Tare Lab in 1943.

MECHANICAL PROGRESS

World War II brought a crisis to the beet sugar industry in the form of an acute shortage of field labor.

It was becoming obvious that machines would be the answer to the shortage.

Beet harvesters have changed in the last century. Originally, all the work had to be done by hand (pictured left). The next phase was a mechanical topper that still require hand labor to load (pictured below). Finally, the Marion, an all mechanical harvester, was introduced (pictured bottom).

TECHNOLOGY - THEN

The United States Government stepped in and negotiated with the Mexican Government to bring workers across the border. The high wages were inviting to the aliens and the first year about 520 people came from Mexico and went to work in the fertile fields of the Salinas Valley.

But this did not solve the whole problem and growers were still short of field labor.

Sugar beets were, at the time, one of the most demanding crops in terms of man hours and in hand work. It became obvious that hand labor was going to have to be replaced by machines. In the years preceding 1941, efforts had been made to design a satisfactory mechanical beet harvester. These efforts were successful and in 1944 the Company purchased eight 2-row Marion harvesters for grower use.

Precision planters and mechanical thinners came along in later years, also easing the need for hand labor.

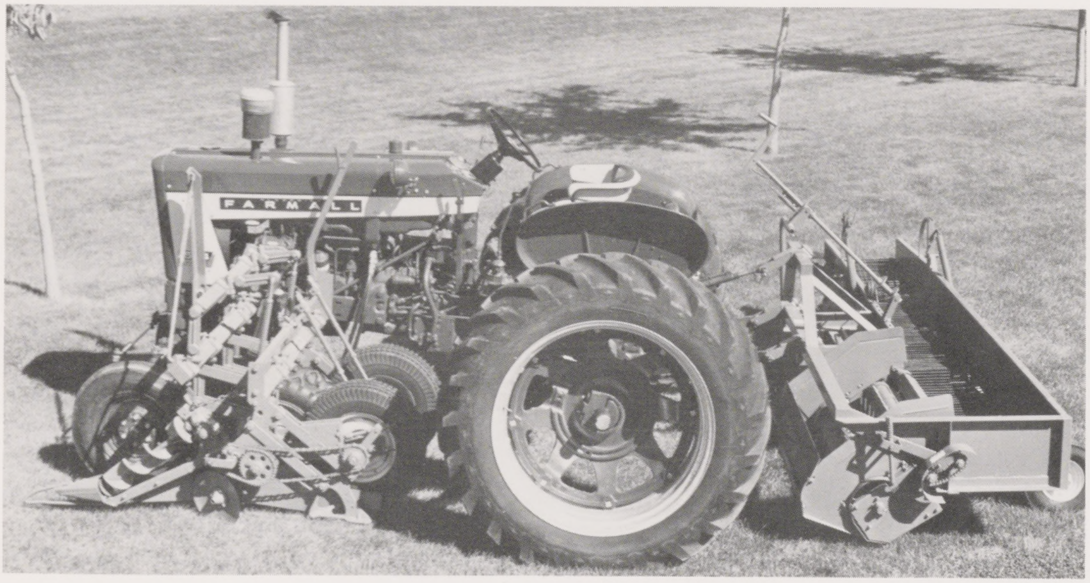
AND NOW

Tractors and equipment in general has changed over the last few years.

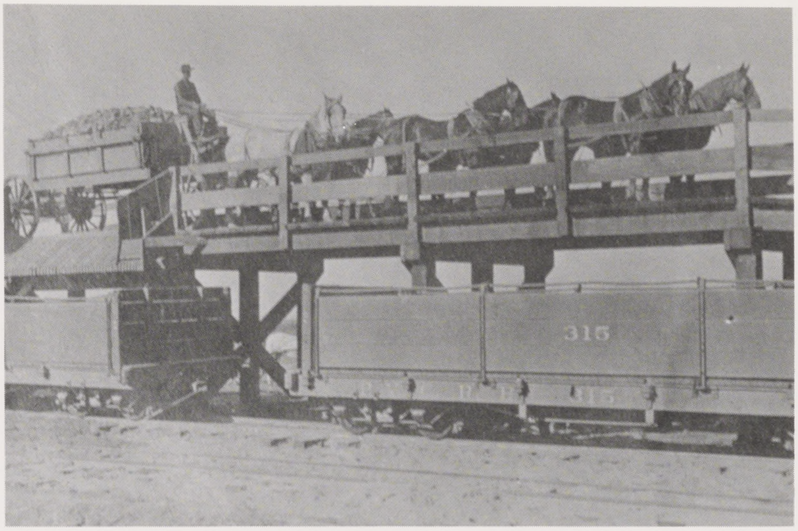
It's much faster to pull a cultivator by tractor than with horses as the top pictures illustrates. The same goes for the Western Land Packers shown in the middle pictures.

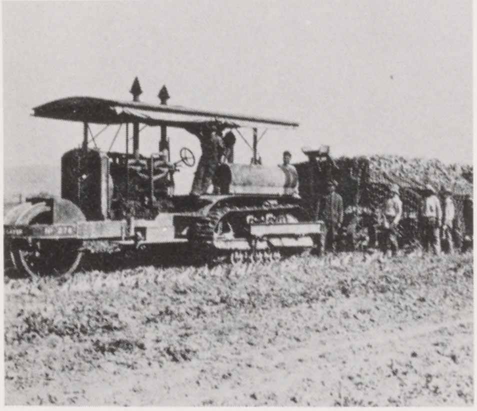
It had to be pretty rough riding that close to the ground. Newer equipment has deluxe features that the man in the bottom picture never dreamed of. While the Farmall picture would be a smoother ride, newer tractors can feature stereos, air conditioning and covered cabs.

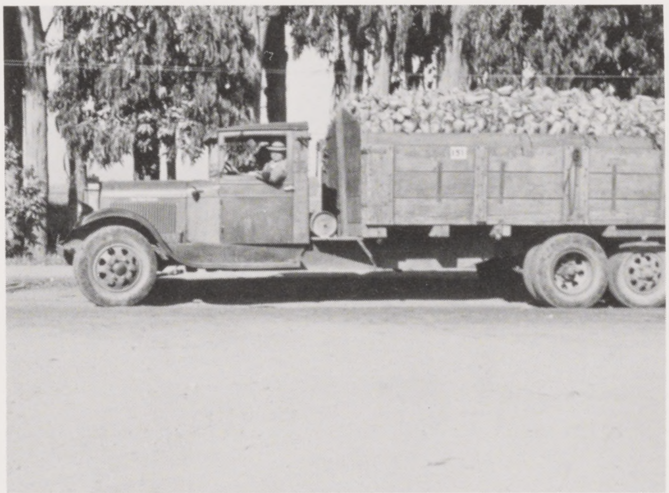
Of course, the newer modes of transportation don't supply the fertilizer of the old models!

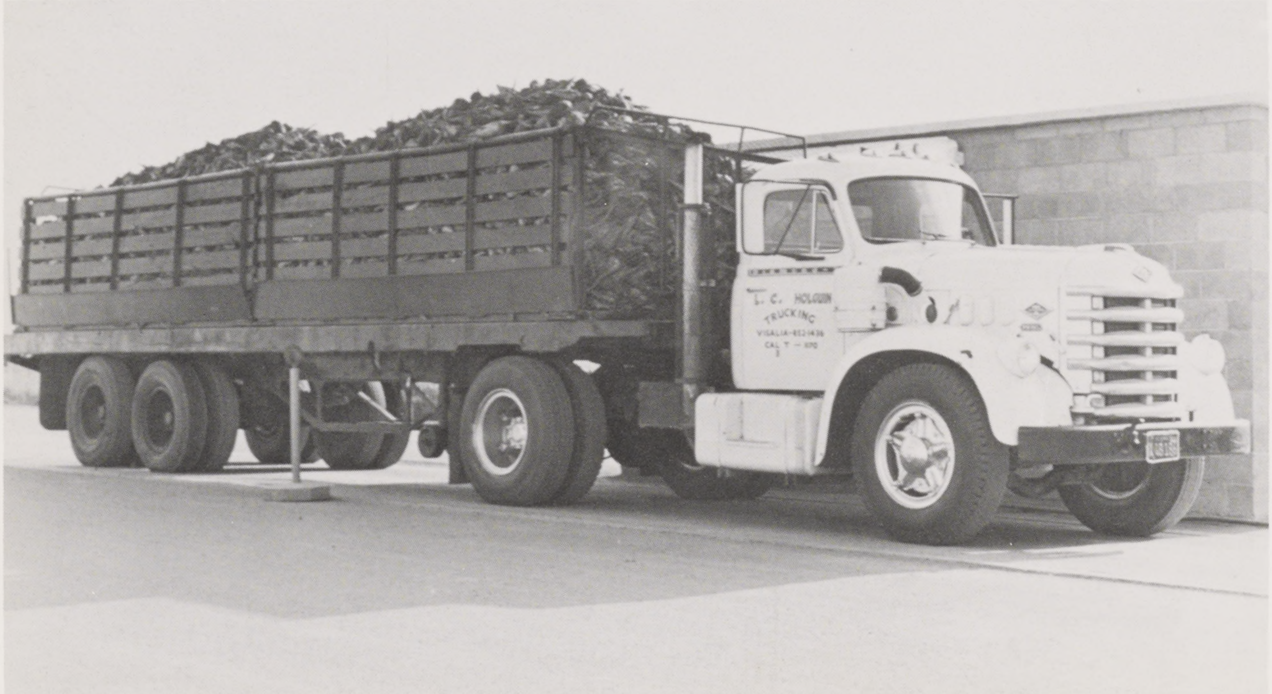


Transporting the beets from the field to the Factory has also changed over the years. As the pictures here indicate, everything from horses and mules to many ton trucks have been used throughout the Salinas Valley.









In the early 1950's another disease became a problem for the growers.

Virus yellow, a virus disease transmitted by aphids and first noticed in Europe, struck the Salinas Valley causing as much as 50 percent reduction in tonnage and some reduction in sugar content.

The use of insecticides to control virus yellow was of limited value. Instead, agriculturalists discovered that by planting tolerant varieties and isolating the new crop, to avoid overwintering fields, the virus could be controlled.

Another disease flared up in 1974 causing problems in the fields. Powdery Mildew, a leaf disease caused by fungus, appeared almost overnight and infested beets throughout the United States. The disease had been observed previously but it had never been an economic problem. It first appeared in the Imperial Valley and then spread throughout the country.

The farmers were able to control the fungus by dusting with sulfur mitigating the problems; still in the areas hardest hit, as much as ten to fifteen per cent of the sugar production was lost. Now, treating with sulfur is a common practice.

During the last century, beet production has improved. In 1899, a total of 22,959 acres were planted, of which 16,906 were harvested. The average yield for the first crop was 10.4 tons per acre. In 1976, the highest yield was realized with 14,327 acres planted yielding an average 3,631 tons per acre.

Sugar content has not increased over the years. Advanced technology helped sugar content run as high as 18 to 20 per cent in some instances. But since the 1930's, farmers have used more nitrogen which has meant lower sugar content but high tonnage. The average sugar content now averages 13 to 17 percent.

Until 1950, there was only one campaign a year. However, early rains in the fall of 1950 prevented all the beets from being harvested. The agriculture department was forced to leave the beets in the field through the rainy season. The beets were then dug and processed early in the spring, thus, the first spring campaign.

The development of sugar beets as a major irrigated crop in the area was the result of the efforts of many people; Company agriculturists, growers, Universities and the State and Federal Agricultural Departments.

W.C. Waters was the first General Manager for the Spreckels Factory and P.W. Morse was the first Agricultural Manager. Both of these men moved from the Watsonville factory with the building of the Spreckels Factory. The Resident Manager for Spreckels was responsible for the agricultural operations as well as the Factory operation. Within the Agricultural Department, Agricultural Superintendents were responsible for the sugar beet supply. W.C. Waters was succeeded as Resident Manager in order by the following: R.E. Moore, W.P. Sullivan and C.L. Pioda. Charles L. Pioda became Resident Manager in 1919 following a career with Spreckels which started in 1896 as a civil engineer and continued from 1909 to 1919 as Agricultural Superintendent in the Salinas area. Mr. Pioda retired in 1945 and was succeeded by George P. Wright, the first District Agricultural Manager. Mr. Wright was succeeded by Walter H. Buckingham in 1958, J. Byron Larsen in 1968 and William R. Duckworth in 1976.

As sugar beet production increased in the area, rented property was released and Spreckels owned ranches were sold in whole or part. At the closing of Spreckels Factory One, Spreckels Sugar Division owns 3,090 acres in the Salinas Valley and leases 12,250 acres. The major portion of this land is rented to growers for the production of various crops, including sugar beets.

Spreckels' agricultural activities will continue in the Salinas Valley with the Farm Properties Department, headed by Thomas F. Ryan, managing the Spreckels' ranches and developments. Plant breeding research activities will be directed by Dr. James D. Schulke and the Company's beet seed processing facility will be managed by Gerald R. Kley.

Sugar beets will be long remembered as the crop that played a major role in making Salinas Valley one of the foremost agricultural areas in California and the United States.

BEET PRODUCTION

CROP YEAR	ACRES PLANTED	TOTAL TONS HARVESTED	AVERAGE TONS PER ACRE	AVERAGE SUGAR
1899	22959	175388	10.37	- - -
1900	15150	83256	7.98	- - -
1901	21198	271318	13.23	14.70
1902	20197	199084	11.36	14.60
1903	12511	141439	12.35	15.50
1904	11874	146120	13.10	13.70
1905	17373	167158	10.79	17.30
1906	19227	196665	10.95	18.40
1907	10913	110064	12.36	17.44
1908	14131	154452	12.76	18.59
1909	15542	193866	12.85	18.36
1910	18131	202850	11.75	19.51
1911	17975	191254	11.32	17.70
1912	15146	159880	10.79	19.23
1913	17644	140216	8.79	19.11
1914	23889	183177	9.73	19.10
1915	27100	326832	12.40	18.82
1916	27955	315816	11.89	17.89
1917	25594	282212	11.20	19.11
1918	18706	201523	11.35	15.80
1919	32219	211888	7.24	18.91
1920	28534	260692	9.50	18.00
1921	32482	223384	7.69	18.40
1922	16369	91267	7.28	18.98
1923	13227	135868	10.63	18.10
1924	20040	169566	8.78	18.69
1925	16222	102807	6.71	19.46
1926	7343	68786	9.54	19.95
1927	6020	37764	6.47	19.57
1928	680	8104	13.03	18.90
1929	197	3457	17.55	17.94
1930	262	4368	16.67	17.99
1931	1468	23287	17.80	18.78
1932	8776	124614	14.65	18.91
1933	18602	327689	17.90	19.73
1934	17430	266431	15.56	20.00
1935	17820	215858	12.43	19.23
1936	17693	306251	17.60	19.23
1937	15475	247744	16.79	18.80
1938	27048	425206	16.21	17.87
1939	23638	517160	21.88	18.36
1940	31073	576932	18.84	17.95
1941	21677	344421	17.40	17.72

DISTRICT ONE

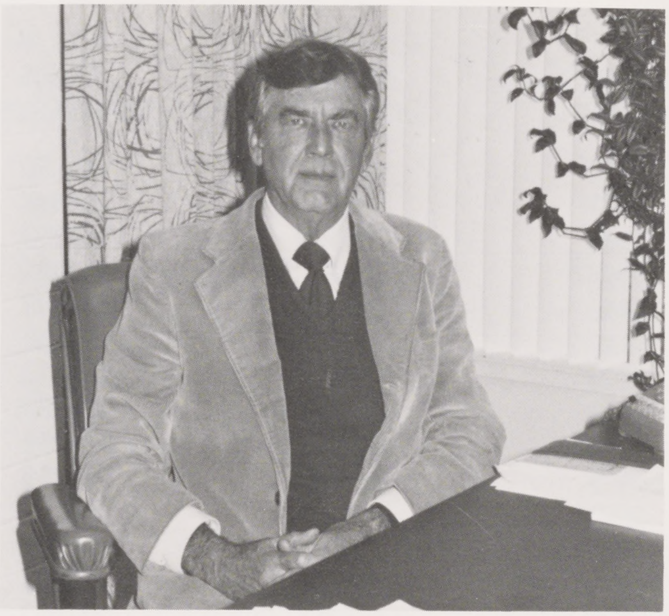
CROP YEAR	ACRES PLANTED	TOTAL TONS HARVESTED	AVERAGE TONS PER ACRE	AVERAGE SUGAR
1942	27125	410780	15.61	17.64
1943	12626	208961	18.49	18.49
1944	17047	317269	20.00	18.16
1945	22052	441827	20.57	17.67
1946	24900	466533	18.92	17.23
1947	30267	614016	20.59	16.69
1948	27717	429272	16.10	15.58
1949	14602	323263	22.81	17.29
1950	26468	559059	22.00	15.75
1951	18532	366225	20.30	15.33
1952	13427	267731	20.82	15.68
1953	16007	367766	23.70	16.12
1954	18588	417578	23.10	15.93
1955	14312	319462	21.70	15.35
1956	13337	301183	23.37	15.30
1957	16292	404320	25.12	15.44
1958	16675	382614	23.87	14.28
1959	16284	473898	29.66	15.43
1960	18968	494161	26.28	15.41
1961	23170	566766	24.74	14.54
1962	19457	371572	20.02	14.31
1963	17385	452775	27.17	14.77
1964	21539	577359	27..02	15.05
1965	18586	349004	19.10	13.80
1966	11015	263121	24.65	14.61
1967	10444	250400	25.49	14.20
1968	9022	288876	31.93	15.28
1969	10736	265572	26.38	14.87
1970	8472	283861	33.93	16.08
1971	14448	397999	28.50	14.75
1972	12995	460810	36.44	13.98
1973	4582	119123	27.11	15.16
1974	5568	177509	31.92	14.64
1975	14433	468638	33.18	15.32
1976	14327	508804	36.31	13.87
1977	10184	329306	33.82	14.90
1978	5383	150475	29.66	14.73
1979	7743	250293	32.90	13.73
1980	9448	293580	31.68	14.97

Thanks go to William Duckworth for providing much of the information for the section on the Agriculture Department.

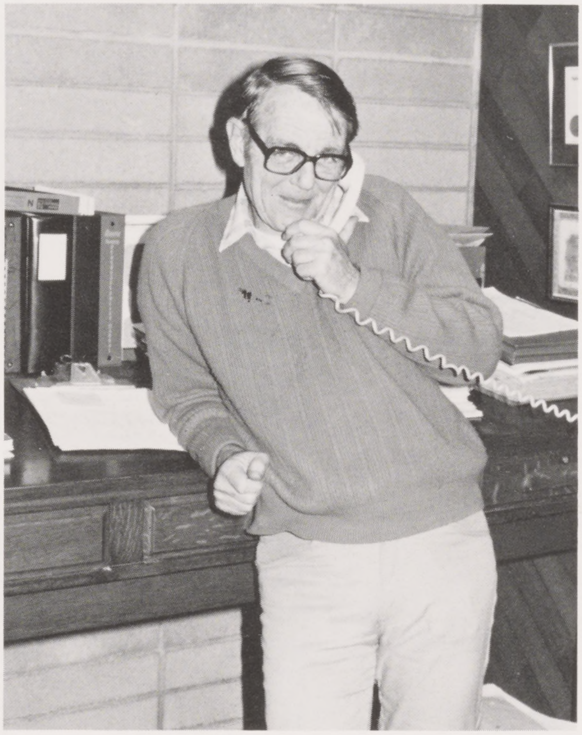
He has been District Manager of the District headquartered at Factory I since 1976 when he replaced Byron Larsen.

Thanks too for access to the pictures, old issues of the Spreckels Bulletin and other documents that were a help.

We would also like to thank him for allowing us to use several members of his staff to aide us in other research.



WILLIAM R. DUCKWORTH



THOMAS RYAN

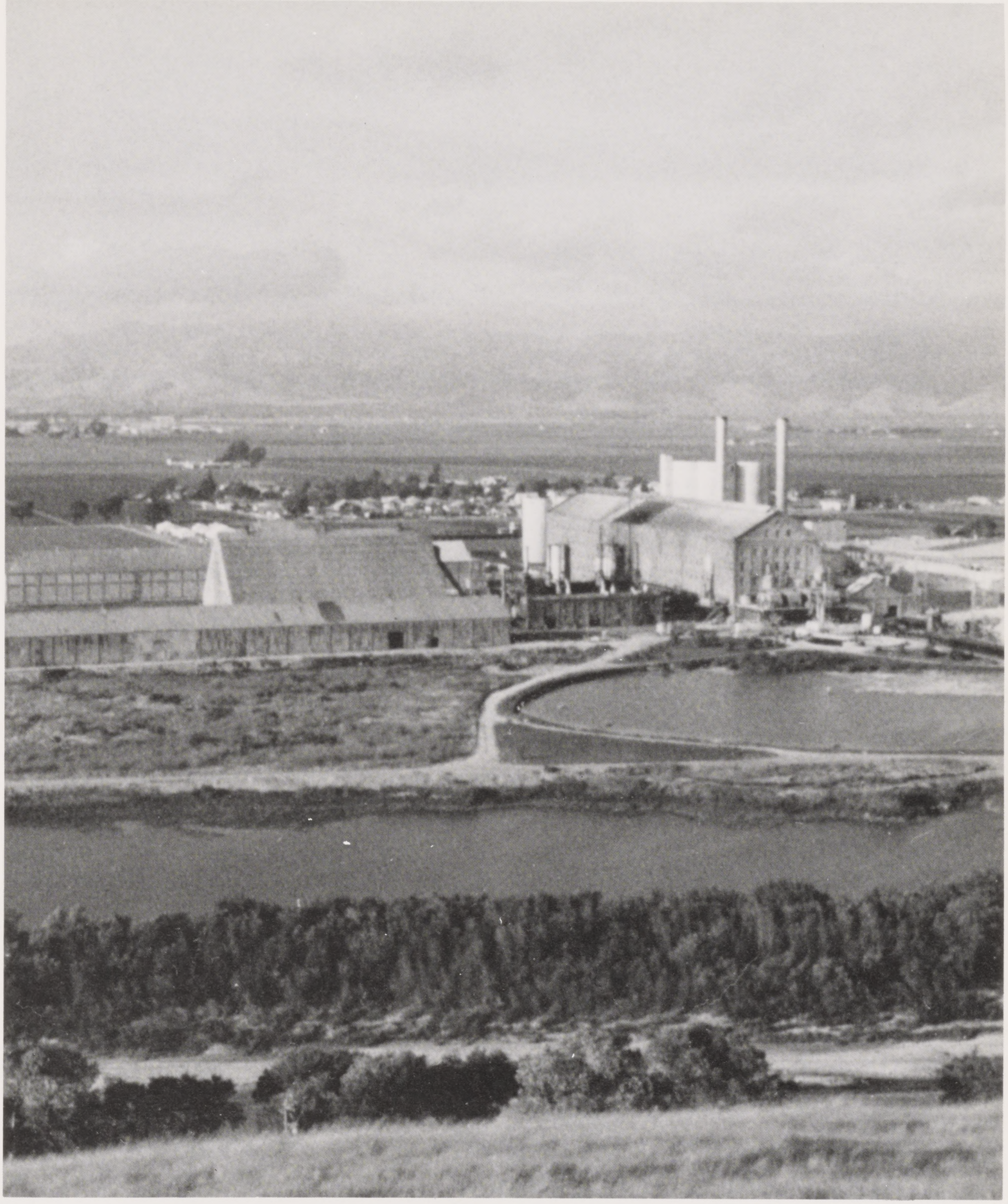
If Spreckels has a resident historian, it has to be Thomas Ryan.

He was a wealth of information and graciously answered our many questions as we researched this book.

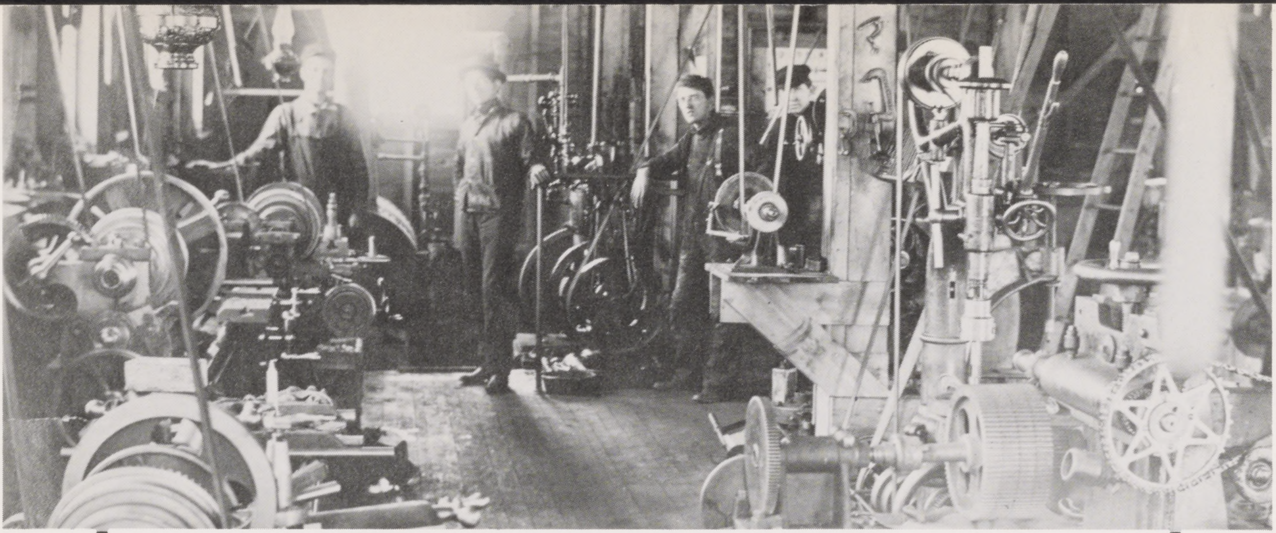
He provided information for almost every section of this book, including the one on the Agriculture Department. He is the head of Farm Properties in that Department.

In addition to information, he also provided countless pictures for use in this book of memories.

A million thanks Tom, you were really a life saver.



PROGRESS . . .



Equipment in the original machine shop was powered by an elaborate belt system that ran on a drive shaft driven by a DC motor.

Continuous Morton Diffusers were installed at Factory I in 1949. The new process required less manpower to operate than the original machinery.

Still more of the original equipment in Factory I was replaced in 1949 with the installation of the first two Morton Continuous Diffusers.

Designed by Jack Morton, a Western Sugar Refinery employee, the new diffusers simplified the extraction of sugar from cossettes and meant not only an increase in production for the Company but also a reduction in the manpower needed to run the machinery.

According to some of the old timers, the original batteries had to be hand filled and it took as many as 28 men to fill the 14 cells which automatically kept the cossettes and juices flowing through the machines.

Another benefit of the new diffusers was the elimination of the "hog pen." Beneath the batteries was a pit in which the sugarless pulp passed through. The employees who worked in this section were subject to intense heat and could only remain in the pen for 20 minutes before having to be relieved.

One of the most significant post-war changes was the switch from DC power, which was all run by reciprocal engines driven by steam, to AC power.

In 1950, the first turbogenerator was installed at the Factory. It produced 3,000 kilowatts at 4,160 volts. A second turbogenerator was added at the end of the decade. A larger machine, it produced 4,000 kilowatts at 4,160 volts. The need for the second turbogenerator was realized when more electrical motors were installed to replace the old steam driven and DC power driven equipment.

IN THE FINAL YEARS

By the end of the war, sugar production was four times what it had been during the first campaign of 1899.

A total of 1,153,762 - 100 lbs bags of sugar were produced during the 1945 campaign compared to 384,374 bags from the first processing season.

Research had found a solution to the blight and a new leaf hopper resistent seed had been developed.

Wages had increased to more than $1 an hour and employee benefits were being added to labor contracts.

But the most significant change came in the development of advanced technology. The sugar beet industry technology progressed as a series of new machines and proccesses were added to Factory One.

One of the first changes was the addition of the Concentrated Steffen Filtrate Evaporator Station which was also known as the "Soup Kitchen". Installed by the International Minerals Company, it concentrated the Steffens filtrate and this byproduct was used to make other goods such as the seasoning salt "Accent" which contained mono sodium glutamate.

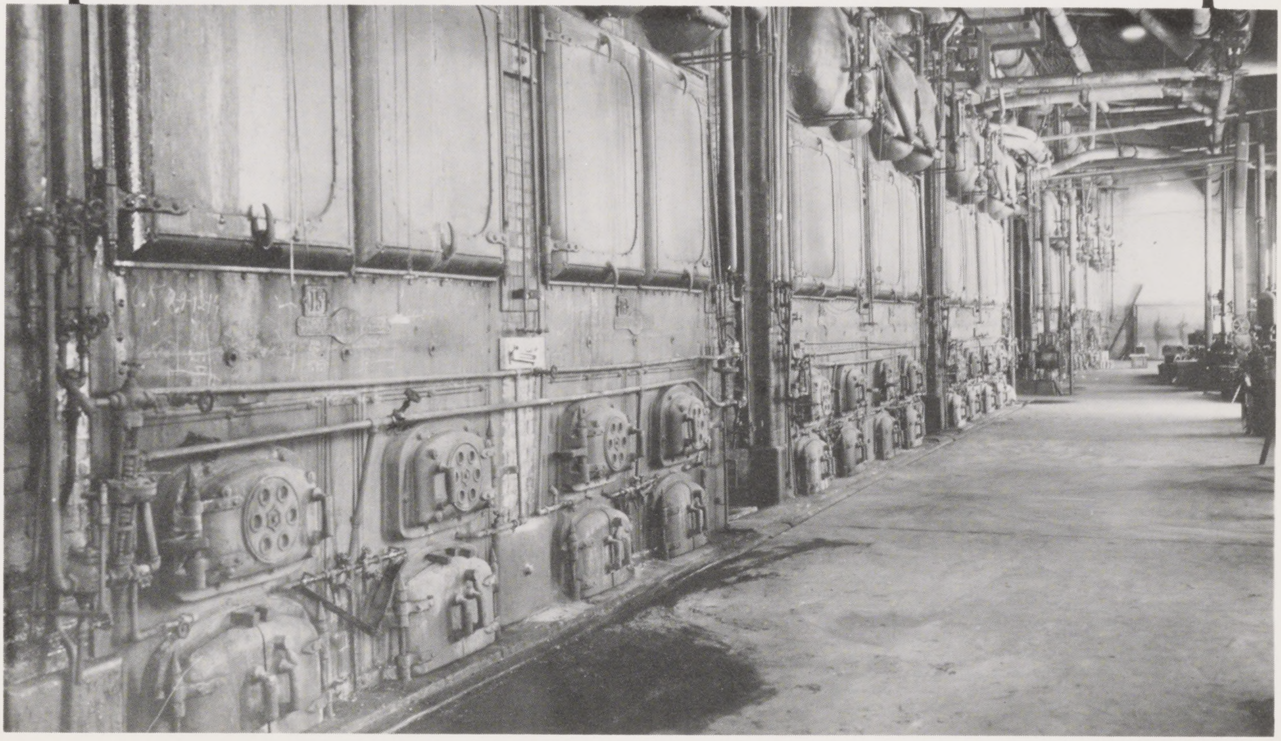
This continued for about 20 years until the International Minerals Company developed synthetic ways of producing their products.

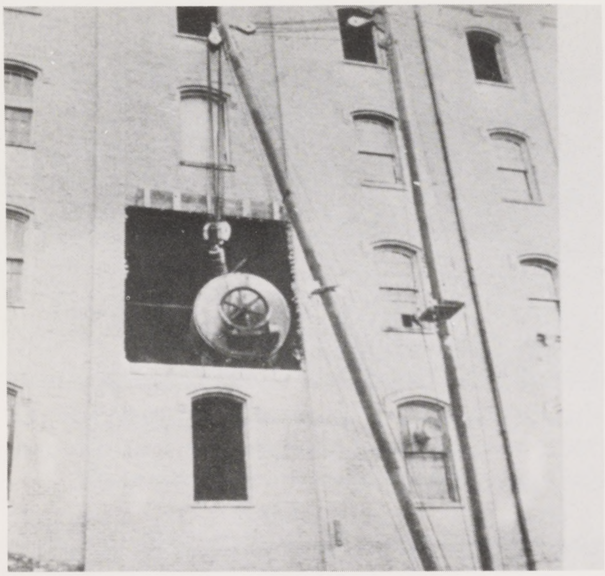
The C.S.F. is now added to the beet pulp and further sold on the market as a byproduct to mix in cattlefeed.

Simultaneous with the construction of the C.S.F. Evaporators was the installation of a new boiler.

It was the first new addition to the boiler system since the turn of the century. Two more large boilers were added, one in 1950 and another in 1978. Together, these three industrial boilers replaced the 28 boilers that were needed to operate the plant in its original days.

The original boilers at Factory I.





There was only one way to get the new crystallizers into the Main Factory building, that was through the wall. A section of the north brick wall was removed and the crystallizers were swung up and in to the building as shown in the pictures.

In March of 1950, the American Sugar Refining Company obtained controlling interest in the Spreckels Companies, the owner of Spreckels Sugar Company.

American Sugar Refining Company had owned fifty per cent of the stock of the sugar company since Factory I was first built. By purchasing additional stock, they acquired the controlling interest in the Company.

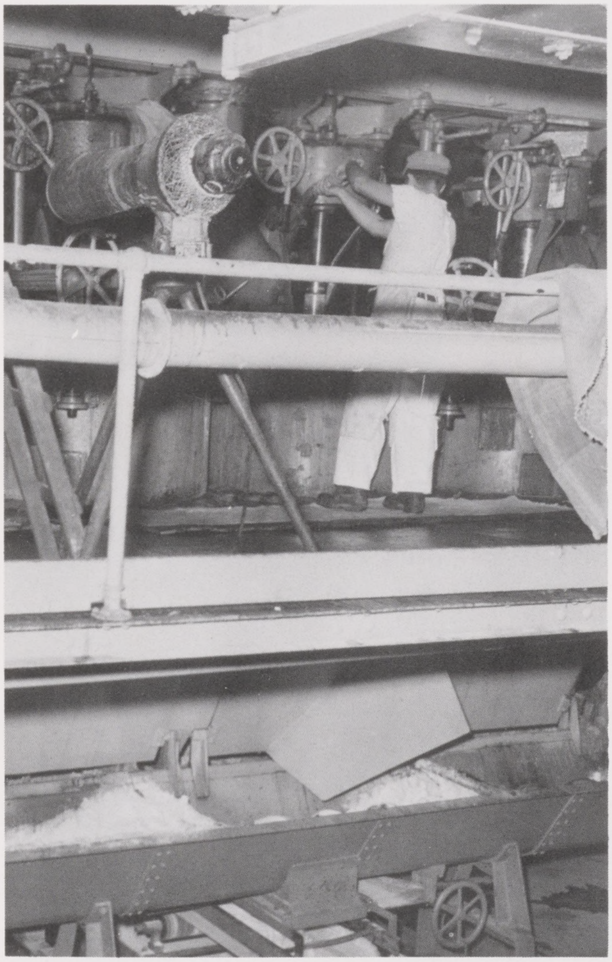
It was after the change in management that the first spring campaign was instituted. The first spring campaign was at the Woodland Factory in 1950. Early rains forced the Factory to shut down before all the beets were dug out of the fields. After the rainy season, the beets were dug and the Factory put into operation in the early spring of 1950.

Factory I opened for its first spring campaign in 1955. The Factory operated for 36 days and produced 522,970 bags of sugar. The next early campaign was not until 1958 and then again in 1960. Since then, the spring campaign became an accepted part of Factory I and two campaigns were run each year.

The first usually opened in March followed by a second opening in July or August.

Along with the addition of spring campaigns in the mid-1950's came the installation of more new equipment for Factory I.

Four Werkspoor continuous crystallizers replaced 48 Bach batch-type crystallizers. Not only did this mean less labor was needed to run the machines, but they were also more efficient to operate.



The original centrifugals (pictured left) were used at Factory I for almost 60 years until they were replaced with new machines (pictured above.)

New Centrifugals

Also installed were new automatic centrifugals; 10 for white sugar, 5 for intermediate sugar and 14 for raw sugar on a newly built centrifugal station.

In addition, a new carbon dioxide gas compressor to replace three obsolete reciprocating units were installed at about the same time.

All of these installations resulted in improved sugar quality, greater yield of sugar per ton of beets and increased production capacity.

FUN AND FROLIC

Through all of the technological changes that were made at Factory I, it was not all work and no play for the employees.

Over the years, a variety of organizations, including the Volunteer Fire Company and the Management Club, were started by Factory employees.

But nothing was enjoyed more by the employees than sports activities.

The Factory sponsored teams in bowling, golf, tennis, baseball, football and basketball at one time or another.

Inter-Factory golf tournaments used to be sponsored by the Company with the participants coming from other factories to compete as well as to socialize with their fellow employees.

Baseball was always one of the favorites with the employees. Even in the closing year of Factory I a group of employees donned in Amstar blue uniforms competed in a local league.

Annual picnics and dinners were also part of Factory life.

For many years, there was an annual Company picnic in local parks where the men barbecued, the women brought their favorite dish and the kids looked forward to a day of fun.

Bolado Park was a favorite spot with the employees along with Uves Dam. The picnic days included swimming, baseball, horseshoes, games for the kids and lots of visiting for the adults.

Since the early part of the century, an annual kick-off dinner was enjoyed before the opening day of campaign.

Thought to be a morale booster for the supervisors, the men would gather to dine and listen to a pep talk for the upcoming campaign. It was a stag event for many years until it was decided it might be more fun if the wives came too.

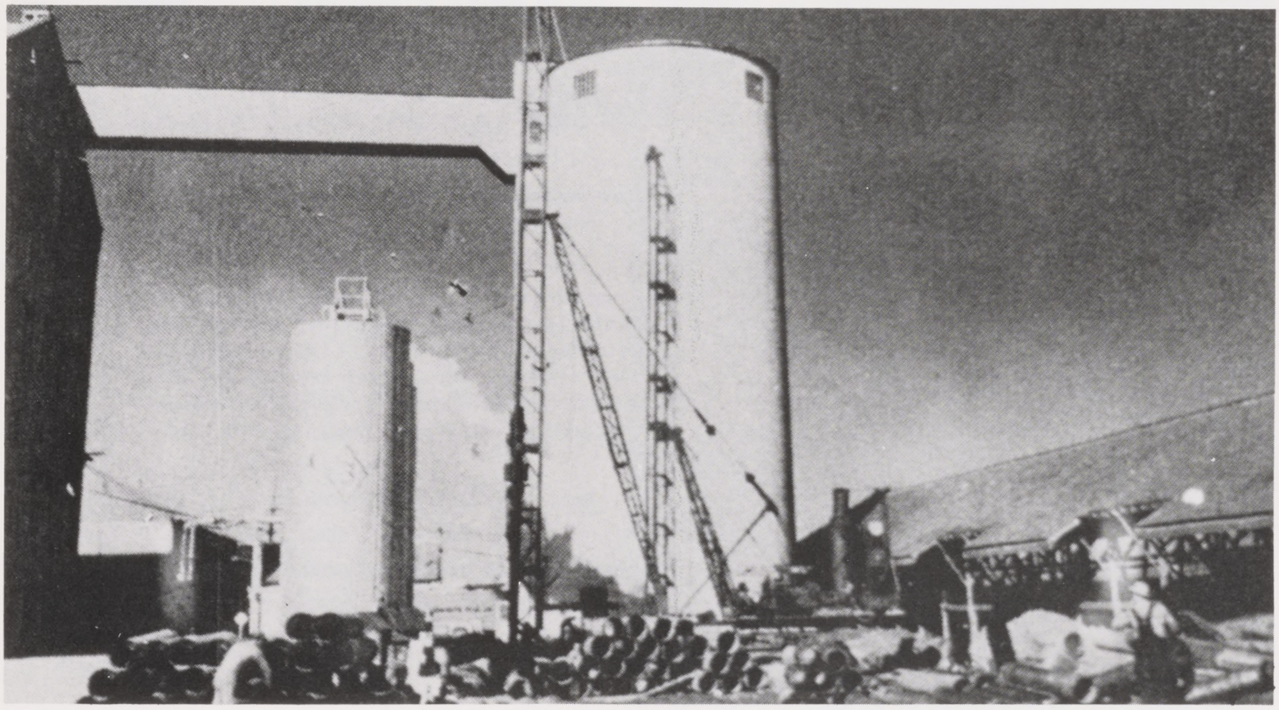
It was men only at the first kick-off dinners held by the Company (pictured above). In later years, each employee was invited to bring a guest, usually a member of the opposite sex. Not only did it make for a more festive occasion, but it meant dancing too!

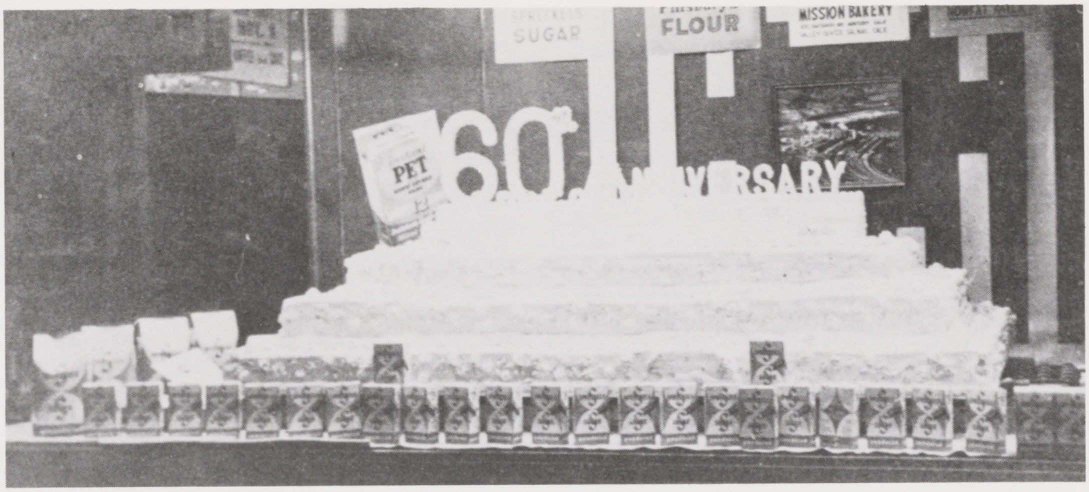
The first of eight bulk sugar bins were installed at Factory I in 1957.

Concrete piles, 348 in all, were driven into the ground to support the tremendous weight of the concrete sugar bins and the 15,900,000 pounds of sugar the bins were capable of holding. The piles were driven to a depth at which 40 blows of the 6,500 pound steam hammer were required to make one foot of penetration . . . that's 19,500 foot pounds of pressure with each blow of the hammer.

Shipping sugar in bulk represented a new concept to Factory I. For almost 60 years the Factory had transported sugar in burlap, barrels or bags. But the idea of selling sugar without a package meant reduced cost for both the industrial consumer and the Factory.

It took a lot of pressure to drive the concrete piles into the ground. But then it would take a lot of support to hold 15,900,000 pounds of sugar!





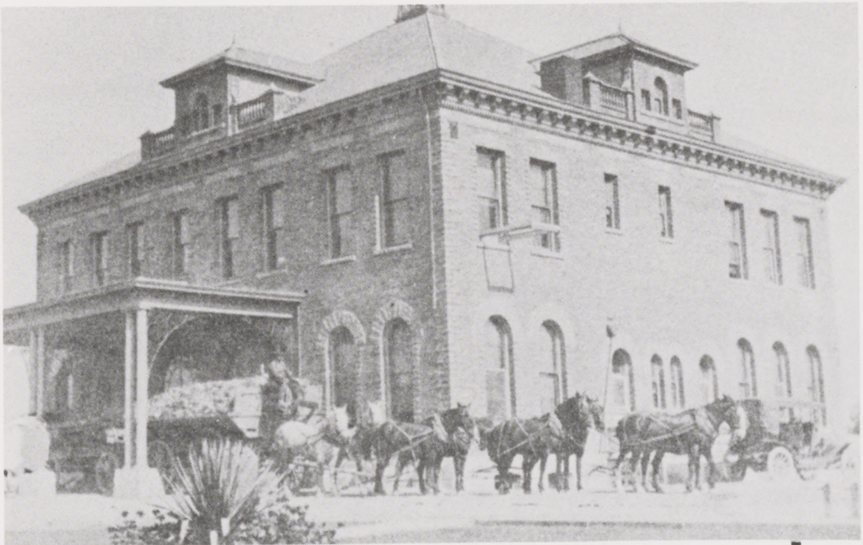
Just after the installation of the bulk bins, the Factory celebrated its 60th anniversary in rather a big way.

An 800 pound anniversary cake was baked locally and transported to the window of Brown's Department Store where literally hundreds of people lined up to celebrate the Valley's first industry.

The cake included 474 pounds of Spreckels Sugar (what else?), 160 pounds of flour, 6 pounds of salt, 48 pounds of butter, 126 pounds of shortening, 8 quarts of half and half, 130 pounds of egg whites, 168 pounds of milk, 10 pounds of baking powder, 2 ½ pounds of cream of tartar and 4 pounds of flavoring.

When finished, the cake had three layers, was eight feet long, four feet wide and 18 inches long.

What a sweet way to celebrate 60 years!



The original office building was torn down after the new one was built.

In 1958, the new administration building was completed thus replacing the original brick structure that was constructed in 1898.

The new office, which was set just off the Spreckels Boulevard, was occupied by the agriculture staff and the finance staff of Spreckels Sugar. Desks, chairs, typewriters and adding machines found new places in the building as did the oldest piece of office equipment, the original Company safe.

Claus Spreckels bought the safe when the Company was started and the words Western Beet Sugar Company can still be read across the face of the safe.

The original office building was later torn down.

Within a few years, warehouse, timekeeping and industrial relations personnel found themselves settling into new offices.

The 3,600 square foot building contained a men's locker room as well as a ladies' lounge and a covered area for the time clocks.

The new time area replaced another of the original buildings - a small wooden time office that had stood its ground for more than 60 years.

Another new look on the Factory grounds was the addition of carbon columns to the north side of the building.

A new process for the sugar beet industry, it produced floc free sugar and helped decolorize thick juice.

Other changes were also occuring around Factory one.

In the 1960's, the local membership, which had been affiliated with the American Federation of Labor, voted to affiliate with the Distillery, Wine and Allied Workers. All ten of the beet sugar mills in California elected to become members of the national organization.

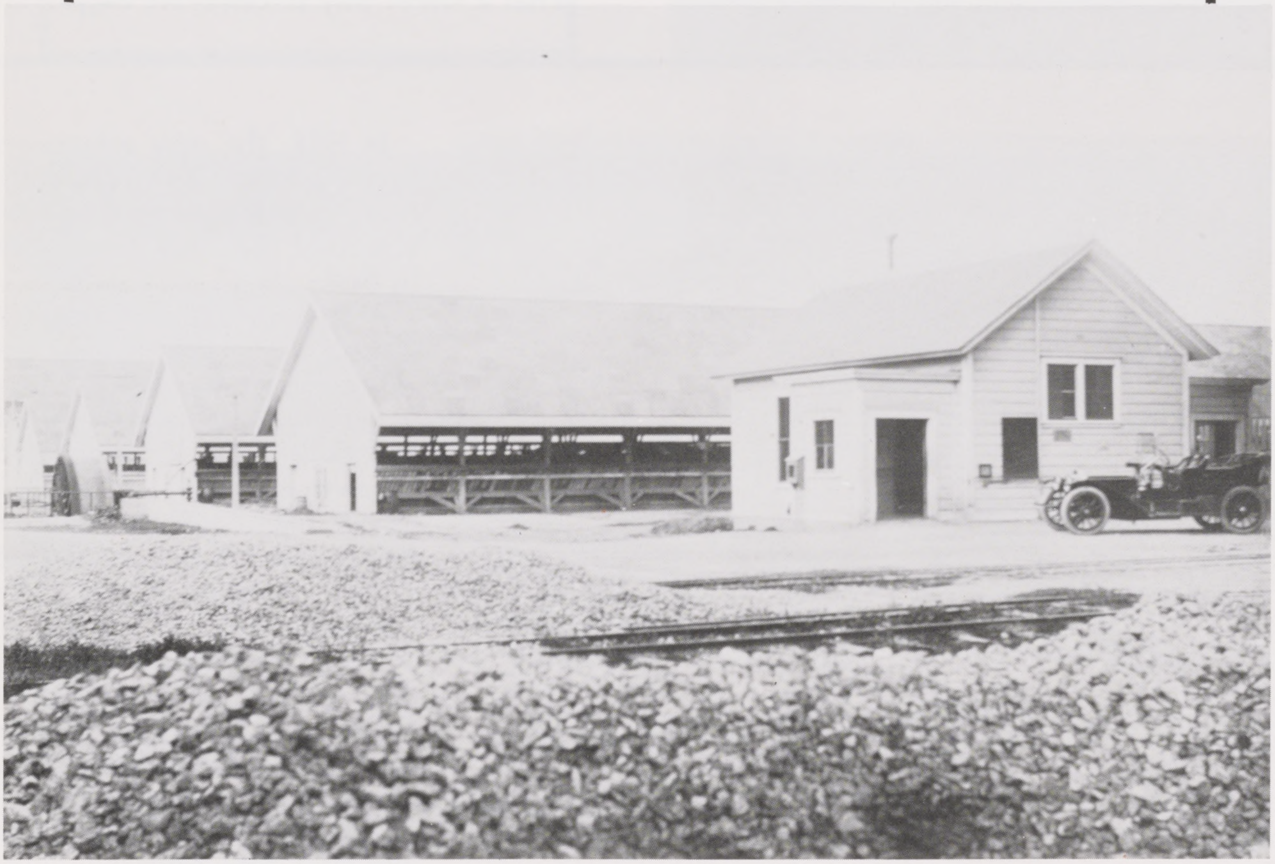
Another name change occured in 1963 when the Spreckels Sugar Company and the American Sugar Refinery merged to form a new company called American Sugar Company.

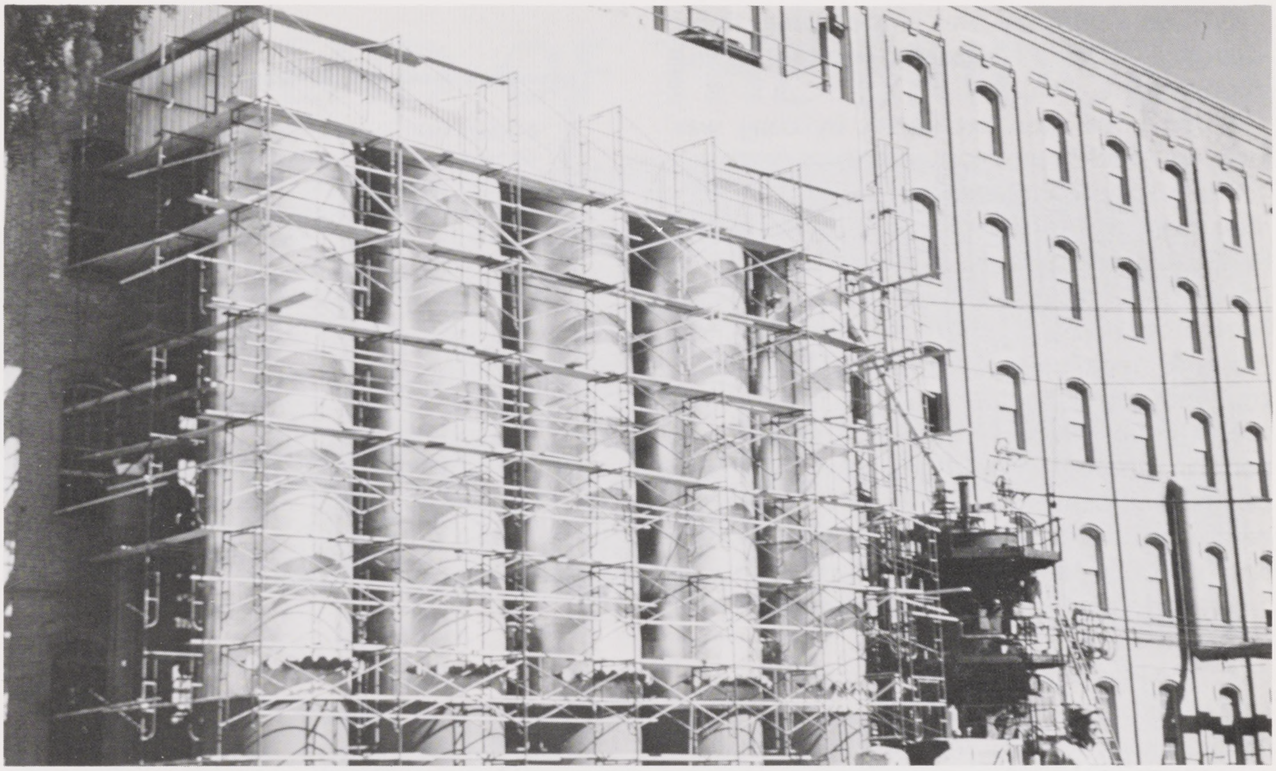
Within a few years, the Company's name changed again, this time to Amstar Corporation.

As a result of diversification into products other than sugar, the Company found the new name more representative of its entire business operation.

Factory 1 and the other California Factories continued to function as the Spreckels Sugar Division.

The original time office at Factory I. In the background are the original beet bins which were also built in 1898.





Installing the new carbonation columns proved to be quite a feat. Five of the tall columns were lifted, tilted and then straightened into place. The columns aide in decolorizing thick juice and producing floc free sugar.

As the Company was undergoing these changes, Factory I was also expanding and changing.

In 1967, the new packaging building was built on the Factory grounds.

The packaging operation, which had previously been run at several locations in the Factory, was consolidated into a modern facility which was separate from the main Factory building.

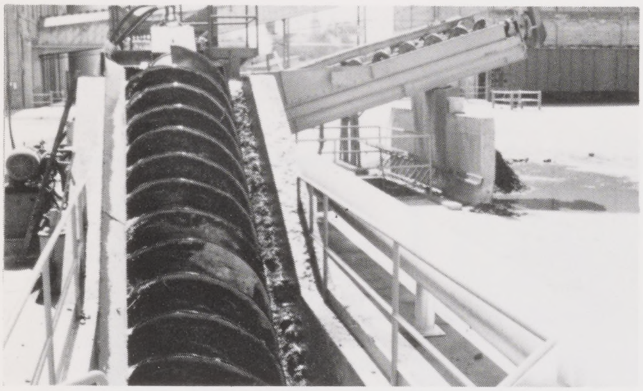
Other changes included the relocation of the Steffens Process.

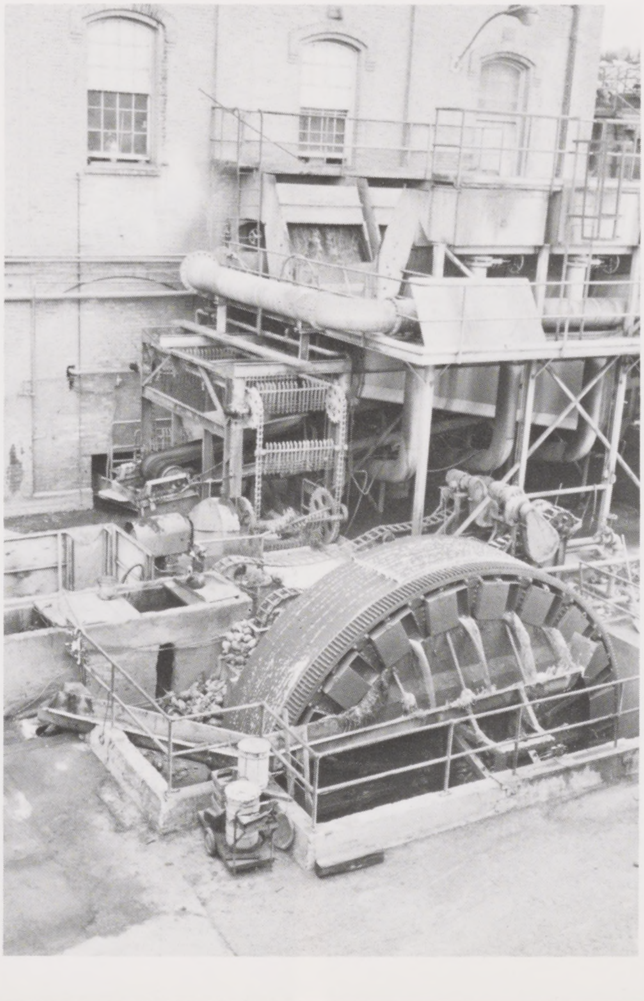
Originally located in the Steffen building east of the beet end, it was torn down and replaced with a new structure and with new equipment. The new location was at the south end of the Factory building.

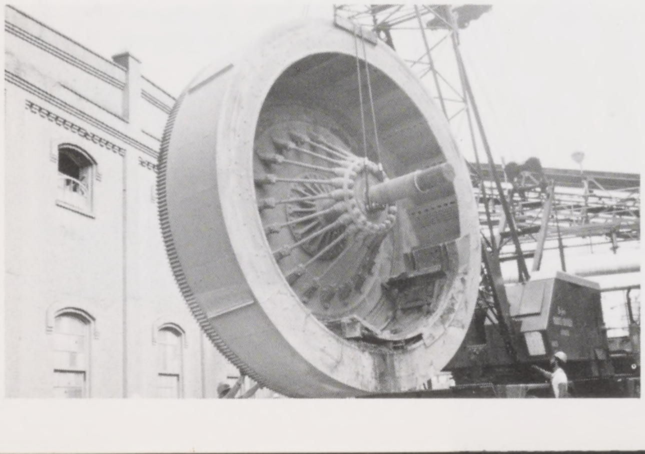
One of the last equipment replacements made before the closure was the new evaporator station. The new station had seven quintuple effect bodies replacing the original 10 horizontal tube type quadruple effect evaporators.

Old steam driven vacuum pumps were replaced with modern rotary pumps and finally, just prior to the announcement of the closure, two new beet screws replaced the original 1898 beet wheels

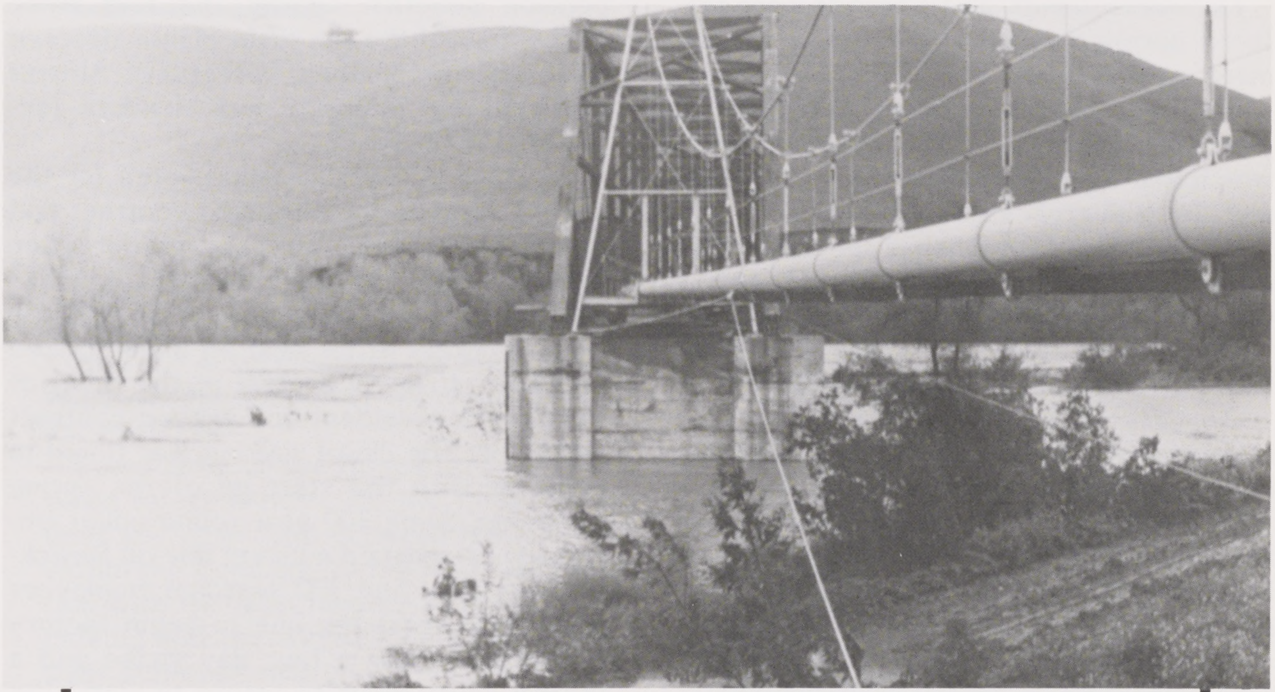
Modern beet screws (pictured in upper photos) replaced the original beet wheels (pictured in lower photos). The screws were the last pieces of equipment to be installed before closing.







THE END OF THE BRIDGE



Once the reservoir was no longer used, the Spreckels Bridge was obsolete and the pipe it supported was no longer needed, so the last remains were removed.

Two more of the Factory's original installations became obsolete and were replaced.

The old reservoir, which used to supply the town of Spreckels as well as the Factory with water, became obsolete in 1971 when a new domestic water system was installed.

The reservoir, which was built on a hill across the river when the Factory was constructed in 1898, supplied the water through a series of pipes that ran from the reservoir, across the bridge and into the sixth story of the Factory building.

The new system, which eliminated the long pipeline, was a more modern and flexible method of providing water.

The town's water supply was separated and now comes from a well which was dug during the early 1970's to provide higher quality water.

The bridge was first built when the railroad was constructed and beets had to be brought in from farms on the southwest side of the Salinas Valley.

With the advancement of trucks, the railroad was shut down and the bridge lost most of its usefulness.

The original bridge was a wooden structure which was destroyed in the floods in 1911. It was replaced with a new bridge on concrete piles. Three years later, a train going too fast for the curve on the bridge careened into the bridge and caused part of it to collapse.

That section was replaced with steel and it was the only section still standing when the Company had the bridge removed.

With the new water system in place, the old bridge was no longer needed to transport water across the river and the remaining spans of the bridge were torn down in December of 1971.

The 75th anniversary of the Spreckels Sugar Factory was celebrated in 1973 with a gala affair in the town park.

Fireworks, bands, and a parade were featured during the day plus a tennis tournament, softball game and a Firecracker Run.

Not only did the Factory celebrate 75 years of existence, but so did the town, which had a population of 563 at the time, and the Volunteer Fire Company.

In honor of the occasion, a special booklet of old pictures and fond memories of the way "things used to be" was published.

One thing that has not been characteristic on the Factory is labor unrest.

On March 14, 1980 Union members voted to begin only the second strike in the history of Spreckels Sugar.

The first strike had occured 23 years earlier in 1957. The strike involved not only Local 180 at Factory 1 but 9 other sugar plants throughout the state of California.

The strike came as the Factory was beginning to gear up for the spring campaign and at a time when sugar prices were on the high side. Wages were not the only haggling point during the strike. Additional union members were opposed to changes in working rules and were demanding increased pension benefits. During the five week strike, four of the ten sugar plants affected were able to conduct operations; Amstar operated the Manteca and Mendota factories.

On April 18, 1980 the union voted for the second time on the proposed contract and by a substantial majority, accepted it. They began to return to work on April 21, 1980.

Some two years prior, in April of 1978, the sugar workers at F-1 held an unauthorized "wildcat" strike in protest of the firing of their union president and alleged contract violations. The illegal walkout was timed to coincide with the start up of the spring campaign. Some 300 year round union employees established a picket line on Spreckels Boulevard and 300 seasonal employees refused to cross the line to begin factory operations. After a four day strike and a federal court order to return to work, the members of Local 180 ended their protest and the spring campaign got underway.

LIGHTS!
ACTION!
CAMERA!

But while the factory was not in operation during the 1980 strike there was some action around the Factory, in fact, you might say "lights, camera, action!", since the cast of "East of Eden" gathered outside the Factory for the filming of John Steinbeck's classic. It was like watching a scene out of the 1920's as characters donned costumes of that era and traveled down Spreckes Boulevard in horse drawn wagons. Several scenes were shot around the Factory and in the town of Spreckels.

First Priority

PLANT SAFETY

Safety on the job was an emphasis at Spreckels Sugar since its origin.

And just as technology improved over the years, so did the safety measures taken in the Factory.

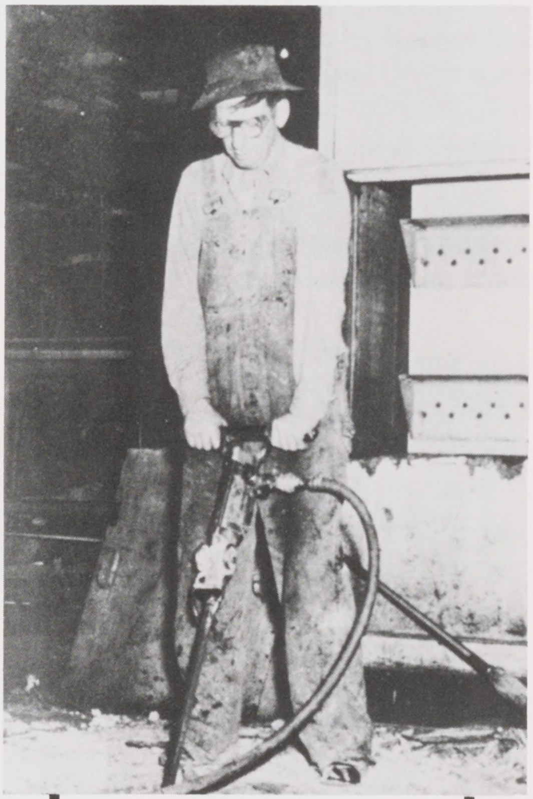
Every issue of the **Honey Dew News** featured safety articles for the factory. Contests use to be held between the Factories within the Company to see who could function with the least number of industrial accidents and the winners were honored for their achievements.

New and improved safety measures have been added through the years. Every employee was issued a hard hat to wear on the Factory grounds and other measures, such as safety eye glasses, ear plugs and safety shoes were used as needed.

The extra precaution in the Factory resulted in a safer environment to work in and Factory I was recognized for its efforts several times.

The National Safety Council issued the Award of Honor to Factory One in both 1967 and 1974 and the Award of Merit in 1970.

More recently, in 1980 and again in 1981, the Agriculture District was awarded the Ward of Honor for their exceptional safety record.



Proper safety precautions were often demonstrated in the Honey Dew News and in the individual Factory newsletters. Note here the man's safety glasses.

GENERATIONS OF

Its been said that almost every family in the Salinas Valley has had some family member work at the Spreckels Sugar Factory sometime during its 84 year history.

If it wasn't a father, grandfather or uncle, then it was a cousin or even a mother.

Some families have had more than one member work at the Factory and in some cases, generations of family members have passed through the Factory gates.

We salute these employees who still work at Factory One and who have carried on a family tradition by coming to replace their fathers and mothers at Factory One.

Charles Arnwine
Sam Bashline
Tony Bojorquez
John Camera
Gerald Crumm
Buddy Cutler
John Dios
Richard Fabela
David Ferreira
Louis Garcia
Bruce Gerow
Ray Hauschild
Lawrence Head
Gene Meyer
Karen Meyer
Antonio Nabarette
Mike Peterson
Dan Rawson
Tom Reese
Ralph Rueda, Jr.
Jerry Schmdt
Glenn Sevier
Carl Spelger
Mary Stirling
June Sullivan
Raul Vargas
John Weimer

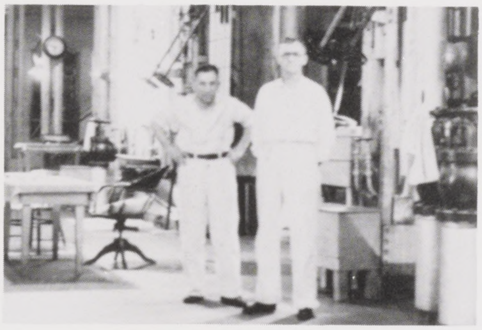
Jack Meyer

Mr. & Mrs. William Arnwine

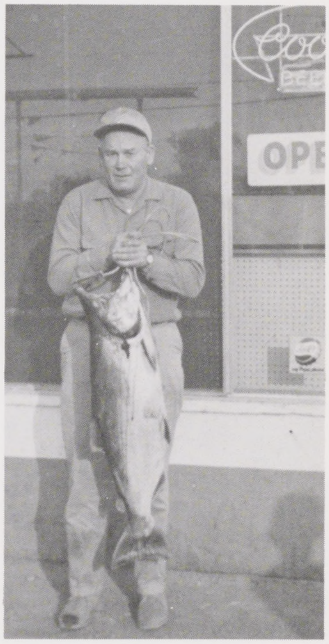
SPRECKELS EMPLOYEES

Sam Bashline

Jack Weimer



August Gustaveson (left)
Charles Wilson Head (right)



Gilbert Hazel

A. Bojorquez (left)
Other gentleman is unknown

Pictures on these two pages are of some of the relatives who formerly worked at the Factory and whose children were still with the Company at the close of Factory I. We are sorry that pictures of everyone were not available.

SPRECKELS' FACTORY

Slice Days - Tons Of Beets Sliced

Throughout the 84 year history of Spreckels Sugar's Factory I, there have been 16 men who have served as Factory Manager or, in the first years of operation, Factory Superintendent.

Unfortunately, the complete names and years of service of these men have not been recorded.

However, at least the last names of all of the former Factory Managers have been found.

We pay tribute to these men who have been the leaders of Factory I.

B.F. Arendt - 1905-1914
Ed Jacks - 1914-1915
Mr. Eggy
Amil Berg
Mr. Kennedy
Ralph Christy
Bill Resch
Lewis Lewon
A.A. Norman
Ira Resch - 1946-1949
Ernie Hartman - 1949-1953
George Miles - 1954-1963
Temple Rowe - 1964
Jim Reese - 1964-1972
John Cooley - 1973-1974
Hans Jongens - 1975-1982

Prior to 1905, there was not a Factory Manager, but a General Manager who ran both the Factory and the Agriculture Department. The only man to hold this position was W.C. Waters.

YEAR	TONS	CWT
1897	110786	297770
1898	57761	143315
1899	172853	384374
1900	81214	235736
1901	271322	515599
1902	197948	429763
1903	147453	343893
1904	149073	301108
1905	167477	527652
1906	197927	608594
1907	109986	315526
1908	160013	511350
1909	197349	607721
1910	202726	682916
1911	198050	675008
1912	161253	550298
1913	141579	512878
1914	201733	715966
1915	337705	1181203
1916	372413	1261719
1917	347525	1167521
1918	209490	606231
1919	215110	812329
1920	255998	885870
1921	222333	800654
1922	111701	386500
1923	191751	675459
1924	263206	960600
1925	164441	610933
1926	173379	639838
1927	161124	571084
1928	216327	718550
1929	193823	657136
1930	335285	1141144
1931	339291	1141508
1932	478387	1651796
1933	600079	2084415
1934	587979	2037346

PRODUCTION HISTORY

Slice Days - Tons Of Beets Sliced

YEAR	TONS	CWT
1935	455774	1574159
1936	646694	2246239
1937	473795	1673730
1938	517949	1736805
1939	628365	2184900
1940	696308	2322747
1941	472110	1549345
1942	492095	1598096
1943	259580	855491
1944	355172	1121785
1945	440512	1367380
1946	496159	1513762
1947	626729	1814529
1948	530164	1432237
1949	523509	1568901
1950	667214	1877427
1951	510682	1359149
1952	428088	1204771
1953	573062	1574303
1954F	627570	1722927
1955S	186134	522970
1955F	593462	1575663
1956F	654479	1689656
1957F	844983	2169504
1958S	169784	360854
1958F	712183	1700132
1959F	1022464	2778778
1960S	126134	324749
1960F	621469	1693261
1961S	117946	294620
1961F	736339	1912898
1962S	138898	320282
1962F	924816	2387251
1963S	226794	549129
1963F	985452	2542149
1964S	412442	1101601
1964F	941148	2468264
1965S	546946	1439914
1965F	706024	1640036
1966S	404444	1080368
1966F	394389	1024437
1967S	335258	824470
1967F	541227	1250403
1968S	159425	379841
1968F	536443	1375255
1969S	367032	962121
1969F	546740	1366329
1970S	234953	716325
1970F	909589	2324312

Beginning in 1972, all statistics were computed for the entire year (not individual campaigns).

1971S	345009	1046248
1971F	727040	1781376
1972	1207237	3243937
1973	1240269	2980281
1974	848007	2330655
1975	1274034	3576840
1976	1300337	3567850
1977	967918	2632282
1978	479396	1273660
1979	955144	2521444
1980	1113000	2945985
1981	1143514	3112144

Sincere thanks go out to Lawrence Head for compiling the list of the generations of Spreckels employees who still had a family member employed at the time of the Factory One shut down.

Who would know better about families who have been employed by Spreckels than the son of a former employee.

His Dad worked for the Company and Lawrence was born and raised in the town of Spreckels.

He first went to work for the Company in 1936. He began in the carpenter shop, then transferred into the finance office. After spending two campaigns in the time office, he returned to the finance department and has remained there ever since.

We again thank him for his help.

Lawrence Head

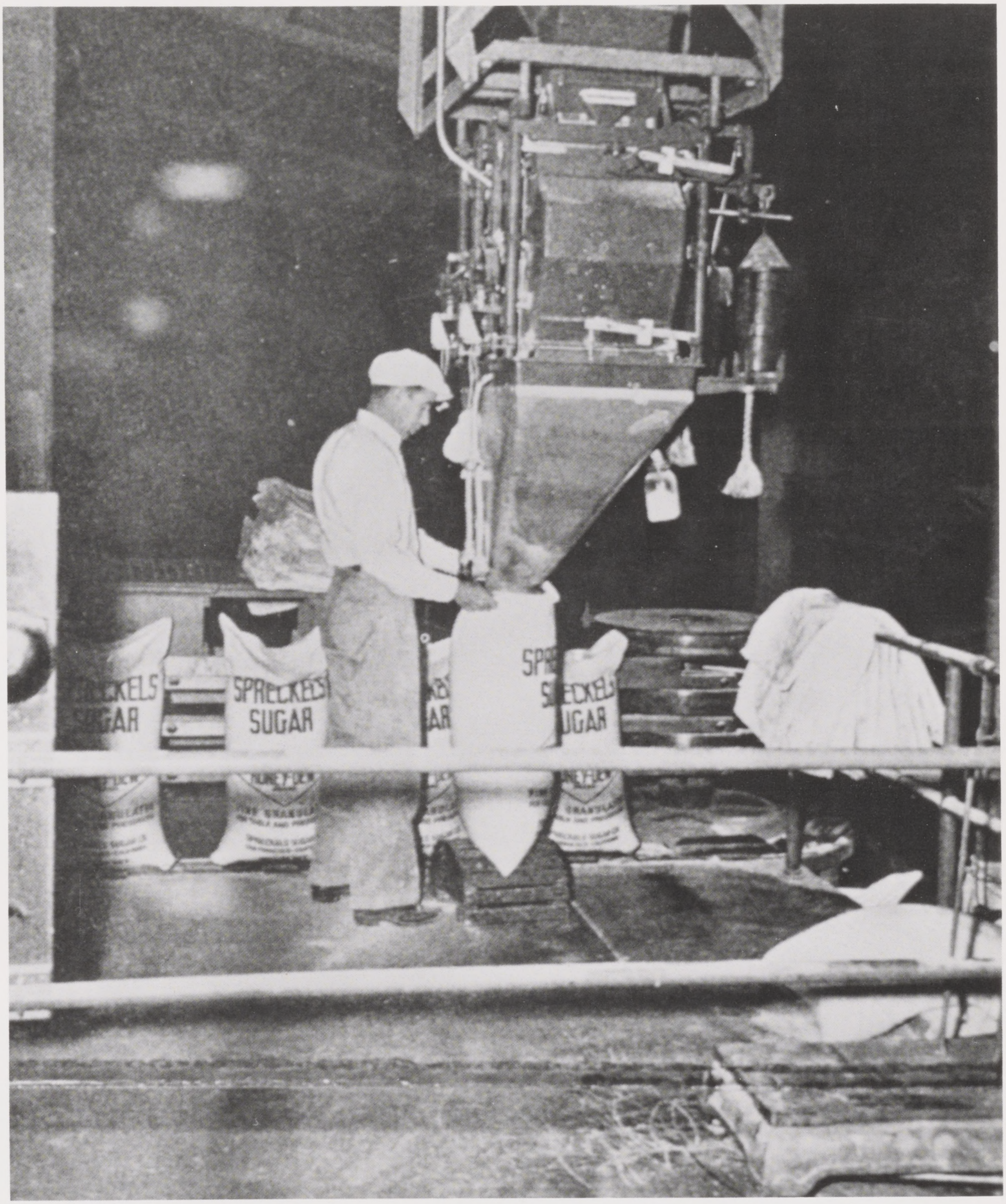
One man who spent literally hours with his camera and in his darkroom working on pictures for the book was Ron Watkins.

A camera buff, he took pictures of the Factory, pictures from issues of the old Honey Dew News and let us rummage through his files for still more pictures.

A native of South Wales, Ron came to America in 1959 and started with Spreckels Sugar Company as a shift electrician at the Woodland plant. He spent several years at the Mendota Factory where he was Chief Electrician and Assistant Plant Engineer. At Factory I, Ron held several jobs including Packaging and Warehouse Manager before beginning his current job of Divisional Technical Training and Development Manager.

Ron put in countless hours to help complete this book. All we can say is thanks Ron - you were a life saver!

Ron Watkins



A WORLD OF ITS OWN . . .

PACKAGING

The very first Spreckels Sugar was packed into wooden barrels which each held 325 pounds of sugar.

In a typical store, the clerk would often be seen scooping from the barrel and weighing into a paper bag the sugar the customer was waiting to carry home.

The only grade of sugar then sold was what is known today as fine granulated sugar.

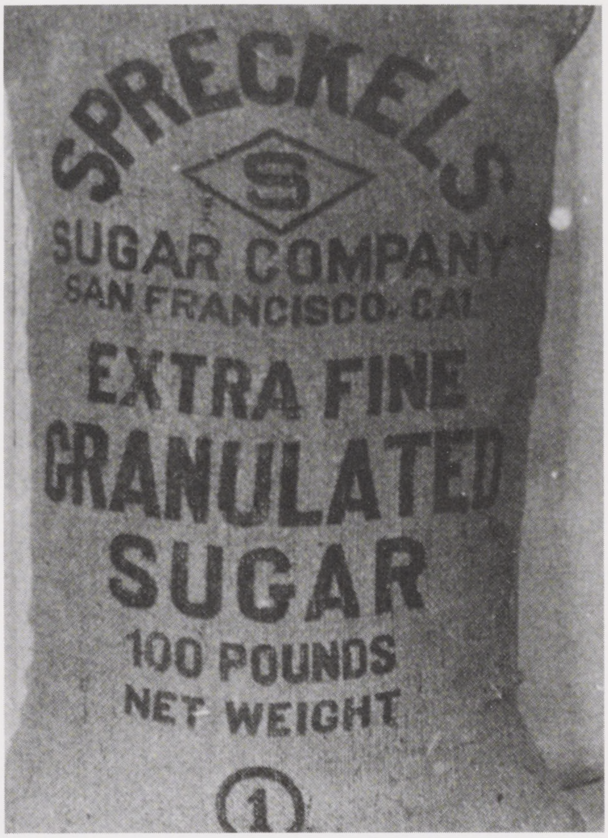
Wooden barrels were difficult to handle in both the warehouse and the grocery store so a new type of packaging was adopted - 100 pound bags.

The burlap bags had a cloth liner. Bag and liner were sewn in the factory.

Of course, the ironic part was that the store owners received the 100 pound bags and promptly emptied them into the old wooden barrels!

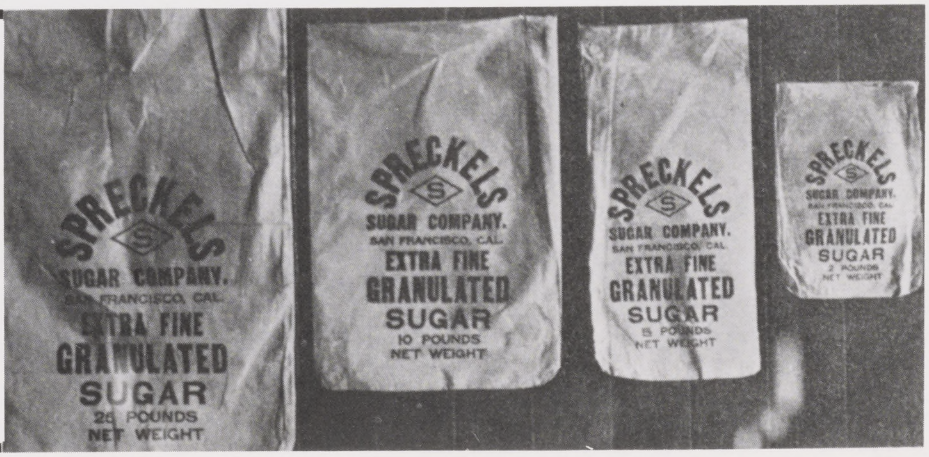
During the early years of the Factory, only a very small portion of the sugar was sold to industrial users. Bottlers, canners, bakers and ice cream manufacturers were far and few between.

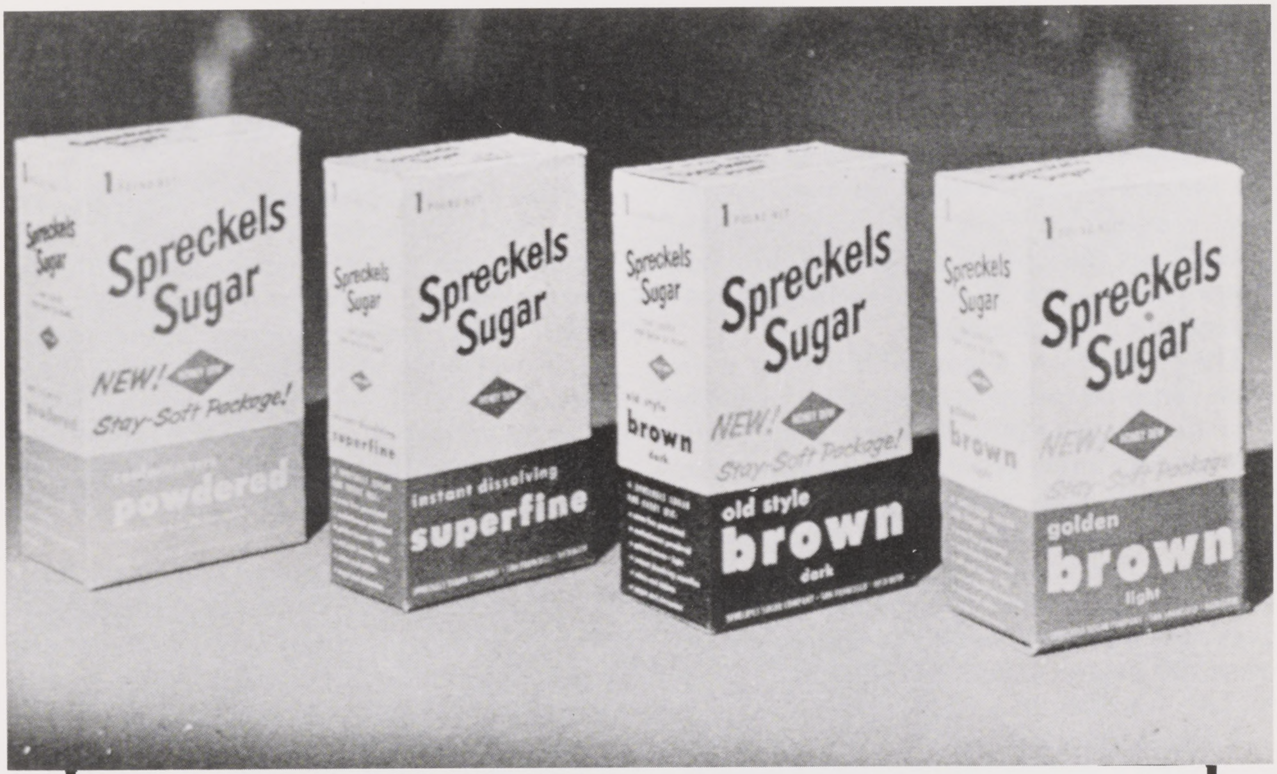
Housewives invariably put up their own preserves, baked their own cookies and



Burlap bags replaced the original barrels.

The Spreckels Sugar Company began packaging their extra fine granulated sugar in white cloth bags in 1917. The sugar was packaged in 2 pound, 5 pound, 10 pound and 25 pound sacks. The nw form of packaging was popular with the consumer.





Following the second World War, the Company expanded their product line.

made their own ice cream. The convenience of buying these items pre-packaged was hardly known to the ladies of yesteryear.

During the first World War, Spreckels began packing sugar in paper, cotton and burlap bags in a variety of sizes. There were 50 pound, 25 pound, 10 pound, 5 pound and 2 pound bags. Within a few years, the sugar barrel disappeared and bagged and packaged sugar found quick acceptance among sugar users, both home and industrial.

During the 1920's and 1930's, industrial users came to play a role of ever increasing importance in the sales of Spreckels Sugar. Techniques were developed for applying mass production methods to the preservation of food by canning, the packaging of dry-mix foods, and the blending and bottling of beverages. In all these foods, sugar is an important ingredient.

For example, Northern California, over the years, has become the nation's principal fruit-growing area. As the fruit canning industry expanded, it was only natural for Spreckels to become one of the principal suppliers of its sugar.

Until the outbreak of the second World War, Spreckels was producing a single sugar product: granulated sugar. Its packaging was either in cotton, burlap or paper bags. Variety, when it came to sugar, was not the spice of life.

But after World War II, Spreckels offered their customers a full line of consumer sugar.

Until that time, all efforts had been concentrated on winning the war and the factory had concentrated on providing sugar which had been a rationed commodity.

But in the 1940's, Spreckels was the first beet processor to offer powdered sugar, brown sugar, superfine sugar, sugar cubes, sugar tablets and sugar packets.

Powdered sugar began to be packaged at Spreckels Sugar in 1947 when powdered mills from the east were shipped to Spreckels for the Factory's first attempt at this new process. At first, only industrial 100 pound bags were packaged but within a few years 1 pound and 25 pound packaging machines were purchased.

The first brown sugar, white sugar with cane syrup added to it, was packed for the first time around 1950. The process continued for only a few years and then was abandoned until 1976 when the company installed the machinery in the new packaging building. The cane syrup and sugar are mixed in the packaging building. The first packages for brown sugar from Factory One were 100 pound industrial bags and a new feature - a "bag in a box".

A bag is inserted into the cardboard box along with a closing clip. Since brown sugar has a tendency to turn hard once it is opened, the closing clip allows the user to seal the bag and keep the sugar soft.

Along with new types of sugar products, the company also developed a new line of packages.

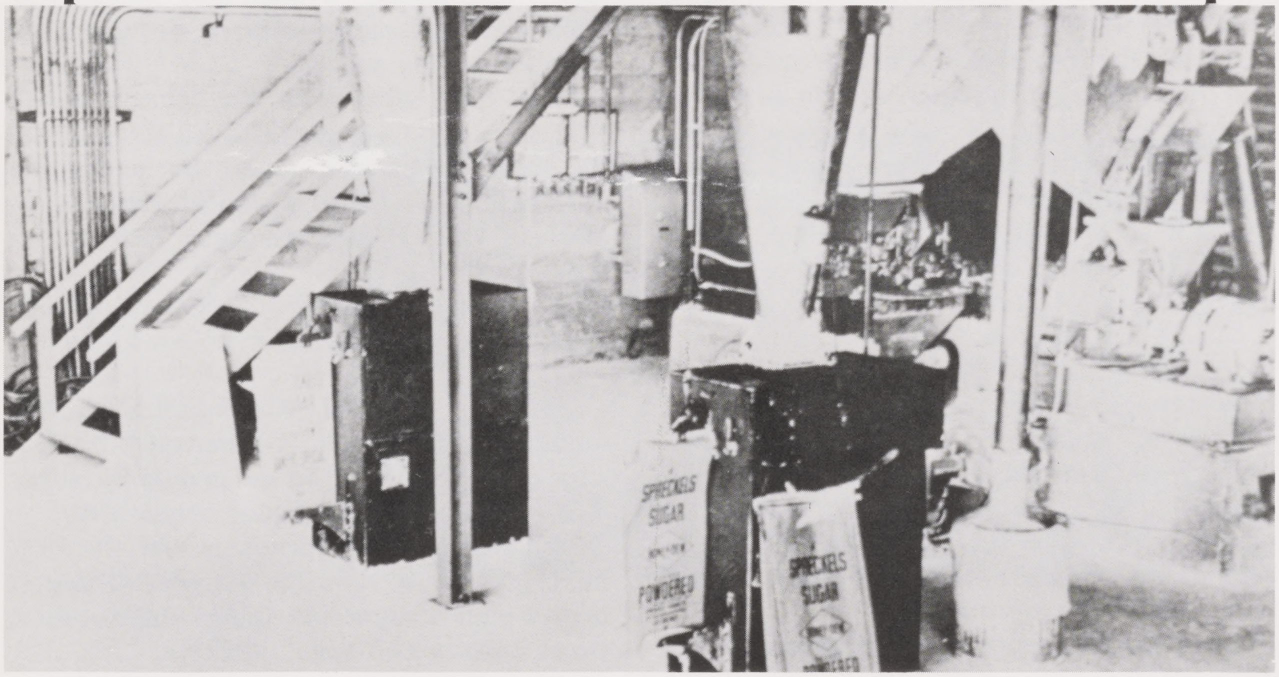
Prior to 1956, Spreckels' "Honey Dew" sugar could easily be recognized in the familiar light blue and white packages with the distinctive red diamond in the center.

But with many competing brands in almost every line of food products, the company realized that shoppers were more likely to be affected by the attractiveness and suitability of the package containing the product, as well as the price and quality of the product itself.

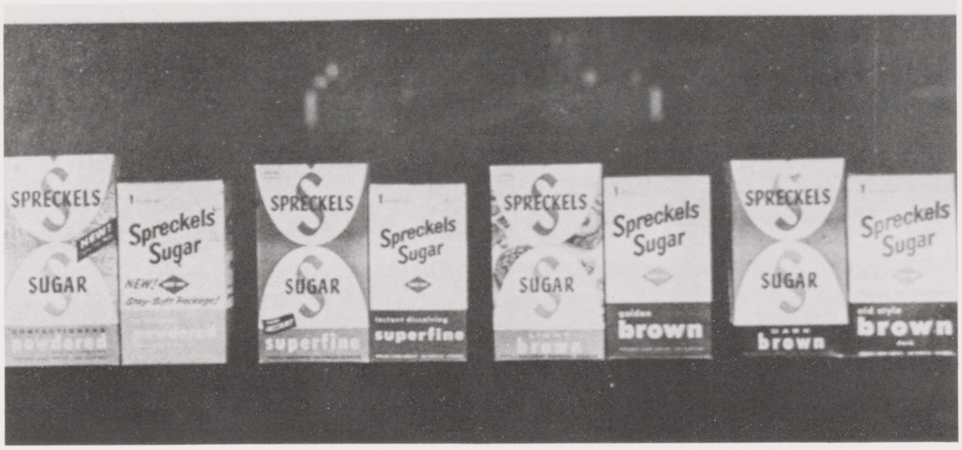
The Company developed a new package line that would catch the eye of the consumer. The new design was considered more pleasing to the eye, and, more important, stimulating to the sale of Spreckels Sugar in western markets.

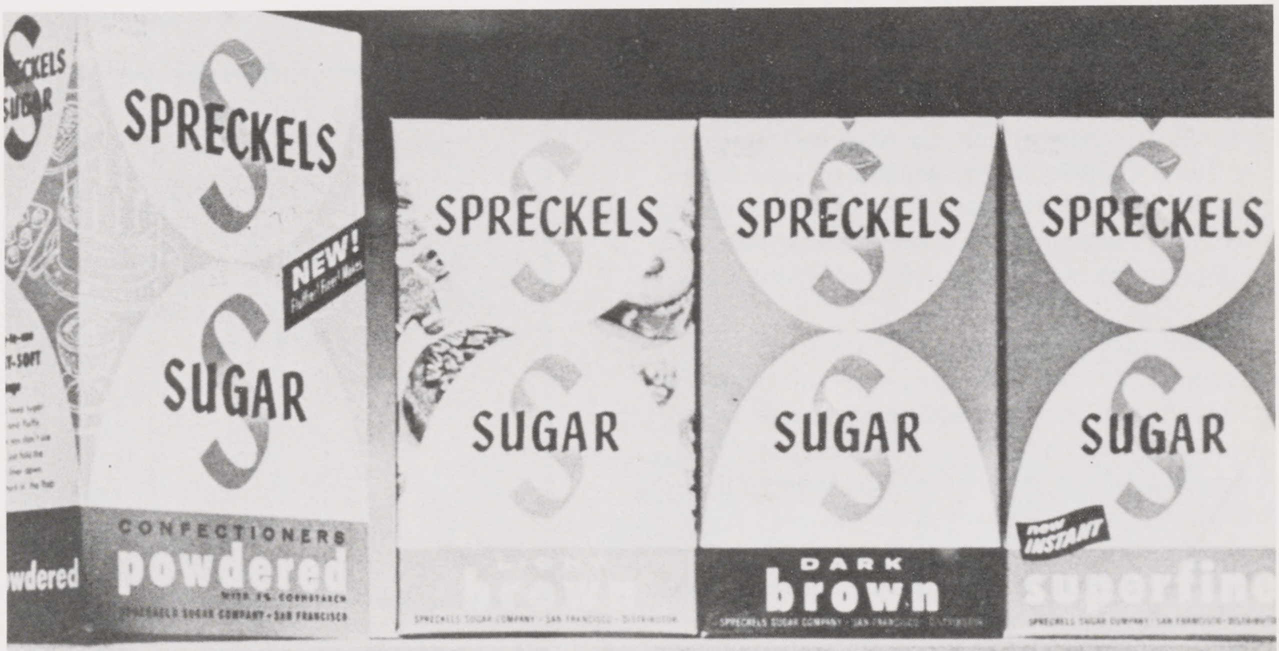
The new packages featured the double "S," the hourglass symbol, strong colors and recipe suggestions on the back.

Powdered Sugar was first manufactured and packaged in Warehouse 57.



Spreckels Sugar Company launched a new colorful package in 1956. Increased sales proved the effectiveness of the new line, especially when grouped in a large display (pictured left). Compared to the old packages, the new line is bolder and more eye catching (pictured in lower photos).





For the introduction of these products, the company had an appropriate slogan "A Choice of Sugar for Every Use." With this expanded selection, the Company was able to gain even more importance in the west's continually growing consumer sugar market.

Almost simultaneously with the company's diversification in the consumer sugar field came an important new industrial sugar product: liquid sugar.

In its liquid form, sugar had a number of potential advantages. It could eliminate time-consuming, costly manual handling of bagged sugar by the user. It could also enable the user to make more effective use of storage space since a liquid sugar tank can be built in any shape, extended to any height and located either inside or outside the user's factory. It could also reduce sugar losses for the user since spillage of liquid sugar is easier to prevent than breakage of paper bags. Liquid sugar would also cost less since no bagging would be required.

Convinced that these advantages would be significant, Spreckels became the first beet processor on the Pacific Coast to offer liquid sugar.

The first liquid sugar bins were installed at Factory One in 1948. The four bins were located near the bulk sugar bins and were capable of holding 30,000 gallons of liquid sweetener.

Since liquid sugar came on the market, virtually the entire fruit canning industry of Northern California converted to liquid sugar in their products. So have many bottlers, confectioners, bakers and other industrial users is this and other western markets.

In the mid-1970's, the majority of the liquid sugar shipping was transferred to the Manteca and Los Angeles plants since they were closer to the consumers who used the product. By 1975, the last load of liquid sugar left the Salinas Factory and the tanks remain dry.

In 1952, a different method of delivering granulated sugar was developed: sugar in bulk, It required no container, such as a bag or box, but was instead sold in truckload or carload lots.

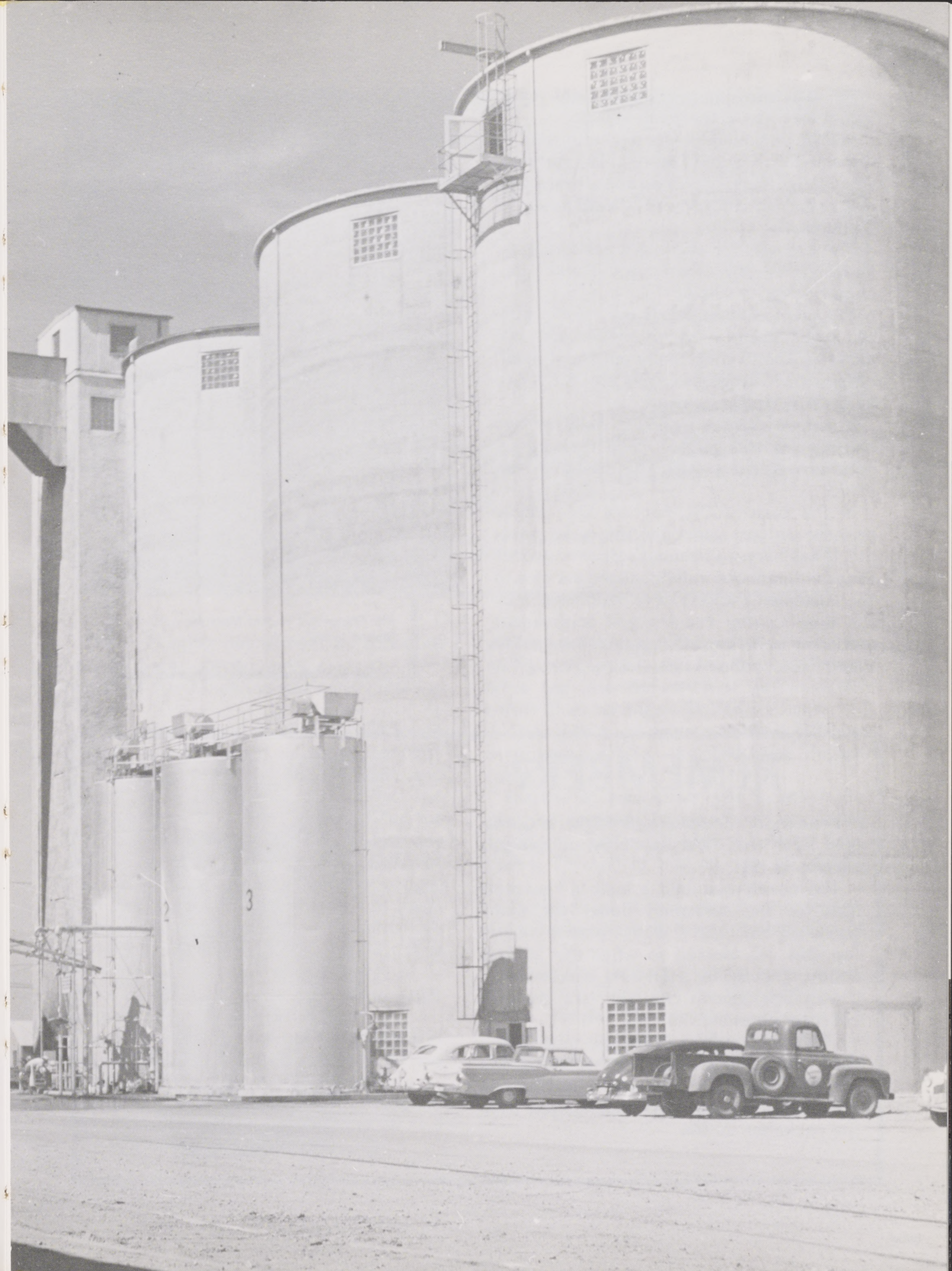
Although it is cheaper to unload liquid sugar, the high water content in the liquid sugar is unacceptable to some industries so factories that handle cake baking and the packaged dry-mix industries have moved into bulk dry sugar to gain processing economies.

When Factory One first became involved with bulk sugar, two bins, capable of holding 78,000 100 pound bags, were added to the Factory. In 1972, four additional bins, each with a capacity of 128,000 bags of Spreckels Sugar, were erected. The growing storage space required proves what an important part bulk sugar plays with Spreckels Sugar.

One of the problems with storing sugar in such large amounts is that it tends to solidify over time.

To break up the sugar, employees are sent into the bins with picks to chip away at the sugar. Sometimes they are able to enter the bins from the bottom but when the bins are full, they have to be lowered down the bins in a swing chair. If you're at the top of the bins, it can sure seem like a long way down. Definitely not a job for those with weak stomachs!

The bulk sugar bins at Spreckels Sugar Factory I are capable of holding a lot of the sweet stuff, depending on which Factory I bin you're looking at. The bins can hold between 78,000 and 128,000 100 pound bags of sugar.


2
3

But not everyone needs pounds of sugar. Sometimes just a teaspoon will do.

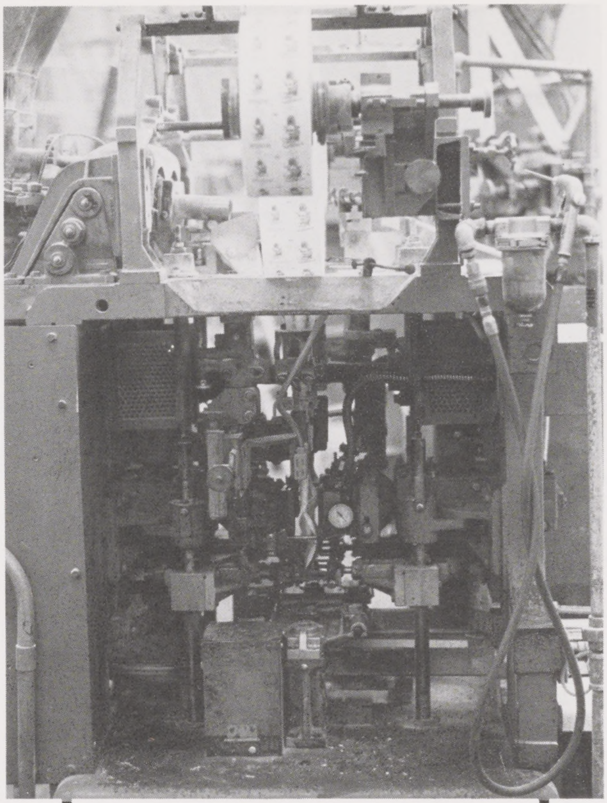
In 1965, Pneumatic sugar packet machines were installed in the Factory. The packets, which might have anything on it from a logo of a fast food company to a scenic view of California.

The demand for the sugar packets grew and in 1970, new Cloud Sugar Packet machines were installed.

The plant at Spreckels is the only Spreckels Sugar Factory which makes its own packets. The average daily output of packets can run as high as 6 MILLION A DAY to keep up with the demand.

It takes eight machines running two shifts a day at a rate of 850-950 packets a minute to keep up with the consumer demand.

In the early 1970's, Factory One began printing its own paper for the sugar packets. It has been an economical move as well as providing more individualized service to the customer. Packets have been issued for the Bing Crosby Pro-Am golf tournament and other occasions. One was also issued to honor Factory One in its closing year, 1982.



The Pneumatic Packet Machine was installed in 1965.

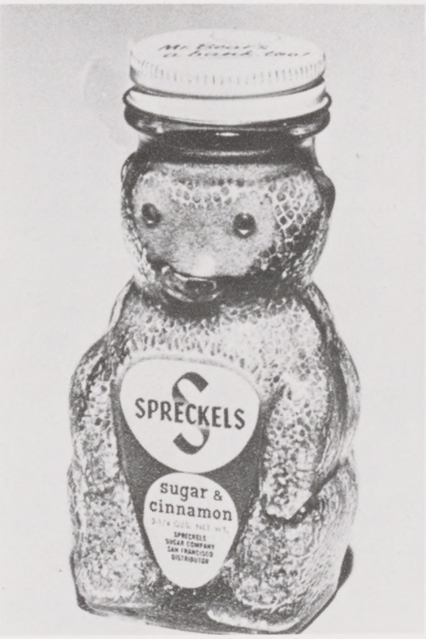
REMEMBER?

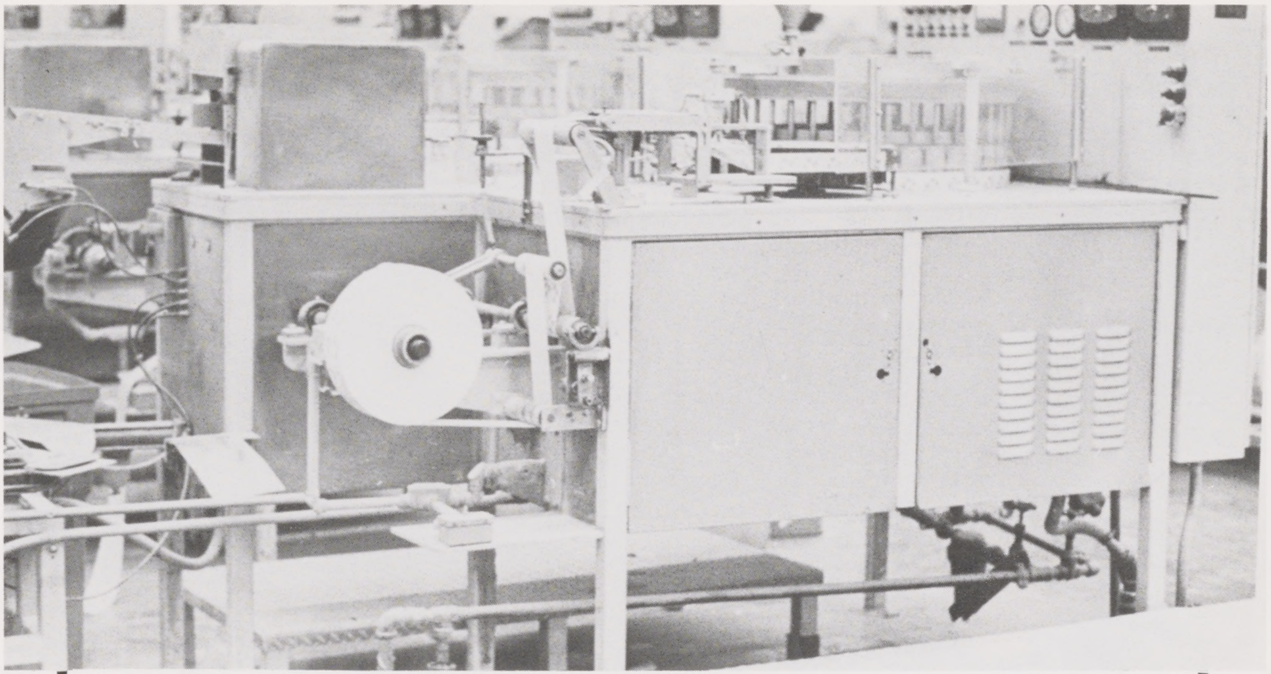
Remember the Spreckels Sugar 'n Cinnamon Bear that first appeared on grocery shelves in 1961?

The novelty jar had a built-in reuseable idea for the customer. Under the metal screw-on cap, there was a plastic shaker top that was slotted so when the jar was empty, it could be used as a child's bank.

Although new in 1961, the jars are now collector's items.

Another memory from the past is the easy open red tabs that used to earmark a Spreckels' product. Because of mechanical difficulties, the tabs were eliminated from the packages in 1981.





The Cloud Sugar Packet Machine (pictured above) is one of eight similar machines in the new packaging building. Approximately 6 million packets are produced each day at Factory I.

The packaging department at Spreckels Factory I was spread throughout the Factory until a new building was constructed in 1967.

Prior to that time, the 100 pound industrial sacks were packaged on the second floor of the main building. The "nickels and dimes," otherwise known as the five and ten pound packages, were processed on the first floor of the Factory. The fifth floor was the site of the individual packet machines, Warehouse 57 housed the powdered sugar machines and when brown sugar was introduced, the syrup processing was conducted on the sixth floor of the main building. The syrup flowed by gravity to Warehouse 57 where it was mixed with granulated sugar and packaged.

In 1967, a new, modern structure was completed and the packaging operation was consolidated into one department.

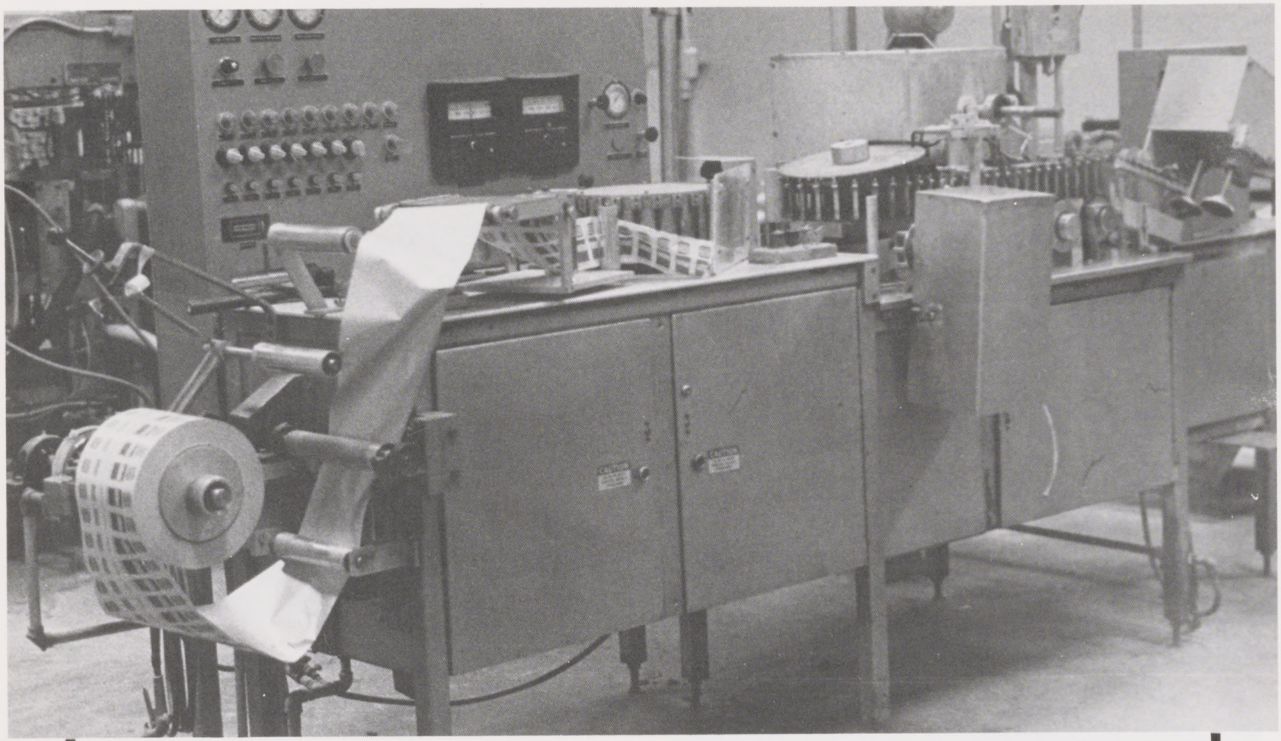
New machinery in the new building included a Bemis packaging machine for five and ten pound bags. Not only was it faster and more efficient, but the ten pound bags were fed into the machine automatically rather than having to be fed by hand.

The addition of private labels in 1969 was a turning point for the packaging department.

Instead of packaging only Spreckels Sugar, the company launched into packaging sugar for customers such as Alpha Beta, Lucky, Springfield and Hy-top, to name a few.

The addition of this program at least doubled the business of the packaging department.

When the packaging department began, it went from one shift to three-eight hour shifts. Neither the employees nor the machinery were used to such a pace. Once the bugs were worked out of the process, the department was able to cut back to two shifts.



Pictured above is one of the machines used for "wet pack." Ketchup, mustard, jelly and other non-sugar items were packed at Factory I from 1971 until 1979.

In 1971, the company expanded the packaging department beyond sugar products to include "wet pack."

New items packaged by Spreckels Sugar included a variety of jellies; apple, grape, strawberry, cherry, plum and mixed fruit, along with honey, all of which were packaged on a Filper machine and all of which were made on the premises, except for the honey.

Also made and packaged at Factory One was ketchup in 1/3 ounce, 1/2 ounce and 7/16 ounce pouches and taco sauce which was packed in a 7/16 foil pouch. Both were packed on a wet cloud machine.

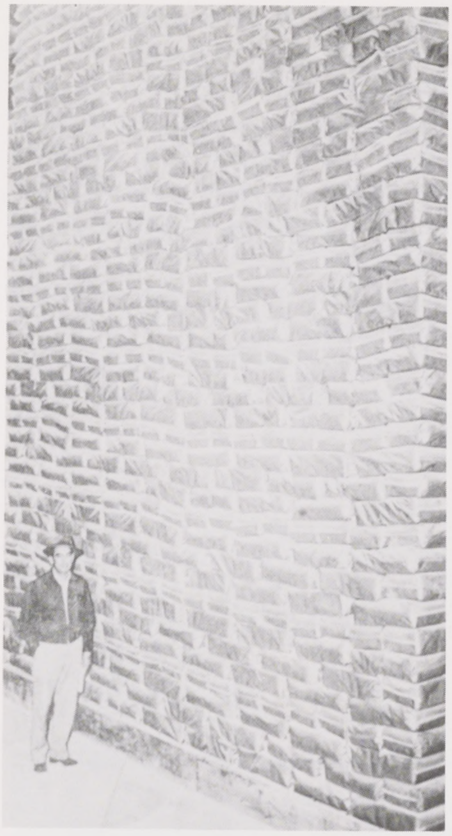
Although mustard was not made in the plant, it was packed in 1/6 ounce, 1/5 ounce and 1/4 ounch packages. It was also packed on the wet cloud machine.

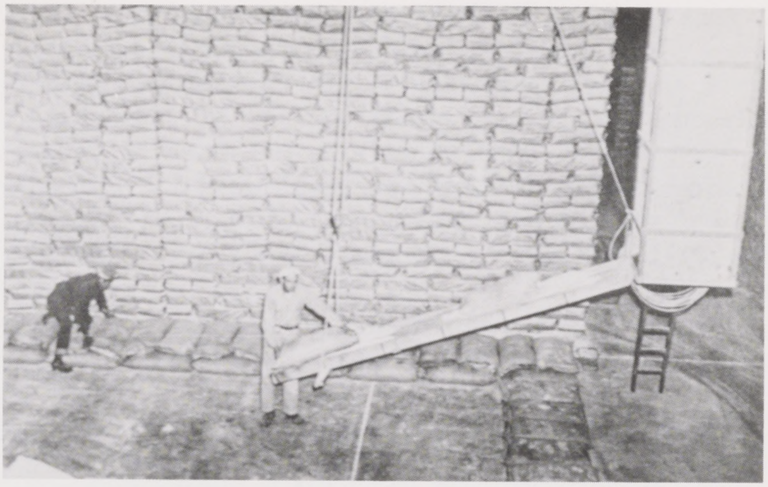
Salt, pepper and, ironically, artificial sweetener, were also added to the operation and were packaged on a baby cloud machines.

The wet pack operation was added to the Company with the idea of offering restaurant customers a full line of products from a single manufacturer.

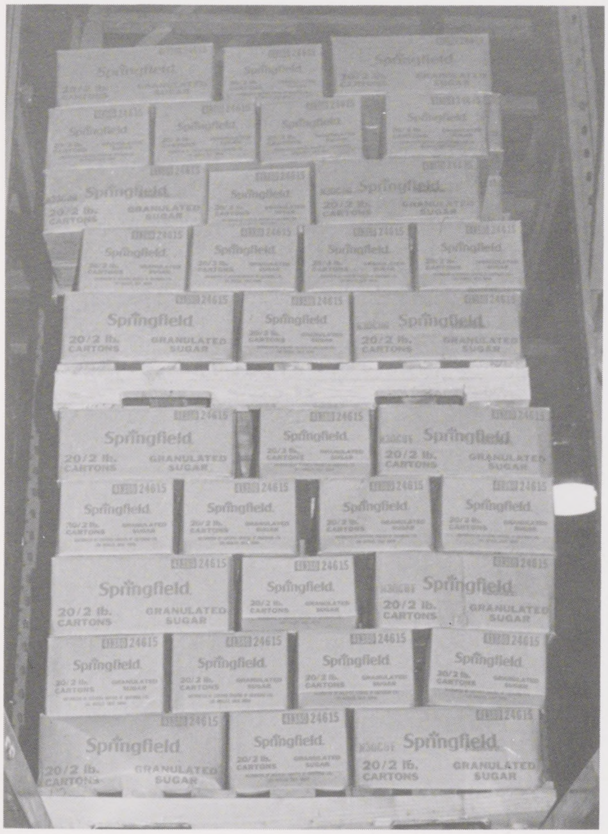
However, for the most part, the venture proved to be an unprofitable one and the Company eliminated the operation in 1979. The only exceptions to this are the salt, pepper and artificial sugar packets which are still being processed.

It may seem strange that there are very few pictures of the new packaging building and the new machines. However, people are not allowed to take pictures inside the building in order to protect the "tricks of the trade." In fact, when Factory I was processing an exceptionally fine powdered sugar, the powdered sugar screens were hidden from view whenever visitors were present.





Sugar bags used to enter the warehouse on a descender (pictured above) and then were stacked in a "high pile" (pictured left). Sugar bags are now stacked on pallets and fork lifts are used to transport them (pictured below).



Just like about everything else at Factory I, the techniques used in the warehouse have changed over the years.

Until about 10 years ago, all of the sugar bags were "high piled" in the warehouse.

The bags of sugar were sent down a Descender to the floor of the warehouse where they were stacked by hand 65 bags high. That's high enough to stand on and reach the rafters.

In the early 1970's, the process was changed and sugar bags are now stacked on pallets and a fork lift is used to transfer the pallets around the warehouse. Regulations allow only four pallets to be stacked on top of each other to a height of 10 t 12 feet.

Packaging and Warehouse personnel, along with some agriculture staff members, were the only people slated to continue after the 1982 Factory shutdown.

According to Robert Tasner, the man heading the plant, about two hundred employees stayed on to operate the packaging, warehouse, sugar receiving and yard departments.

Despite rumors that it is only a matter of time until those areas will also close, Bob Tasner doesn't see it that way.

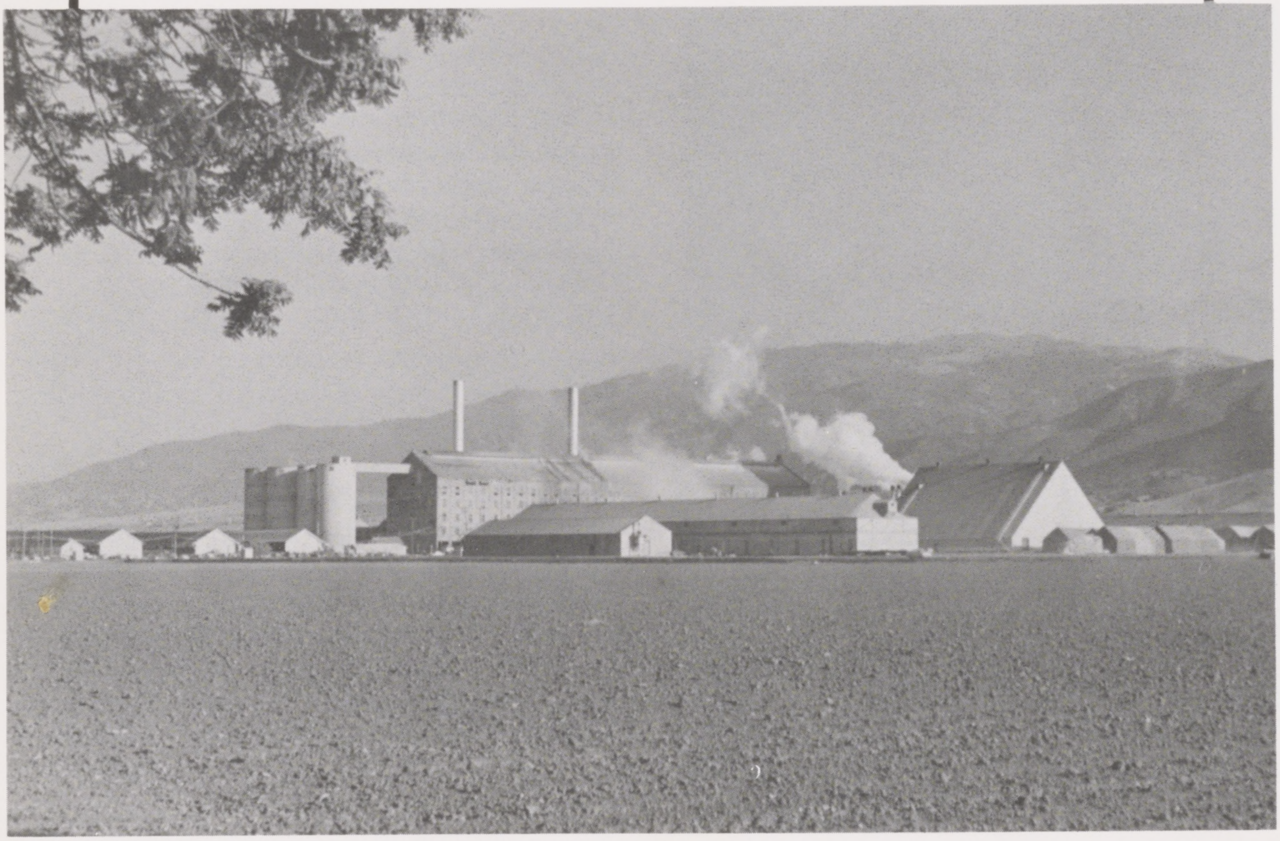
"As long as we can operate efficiently, we should be around along time."

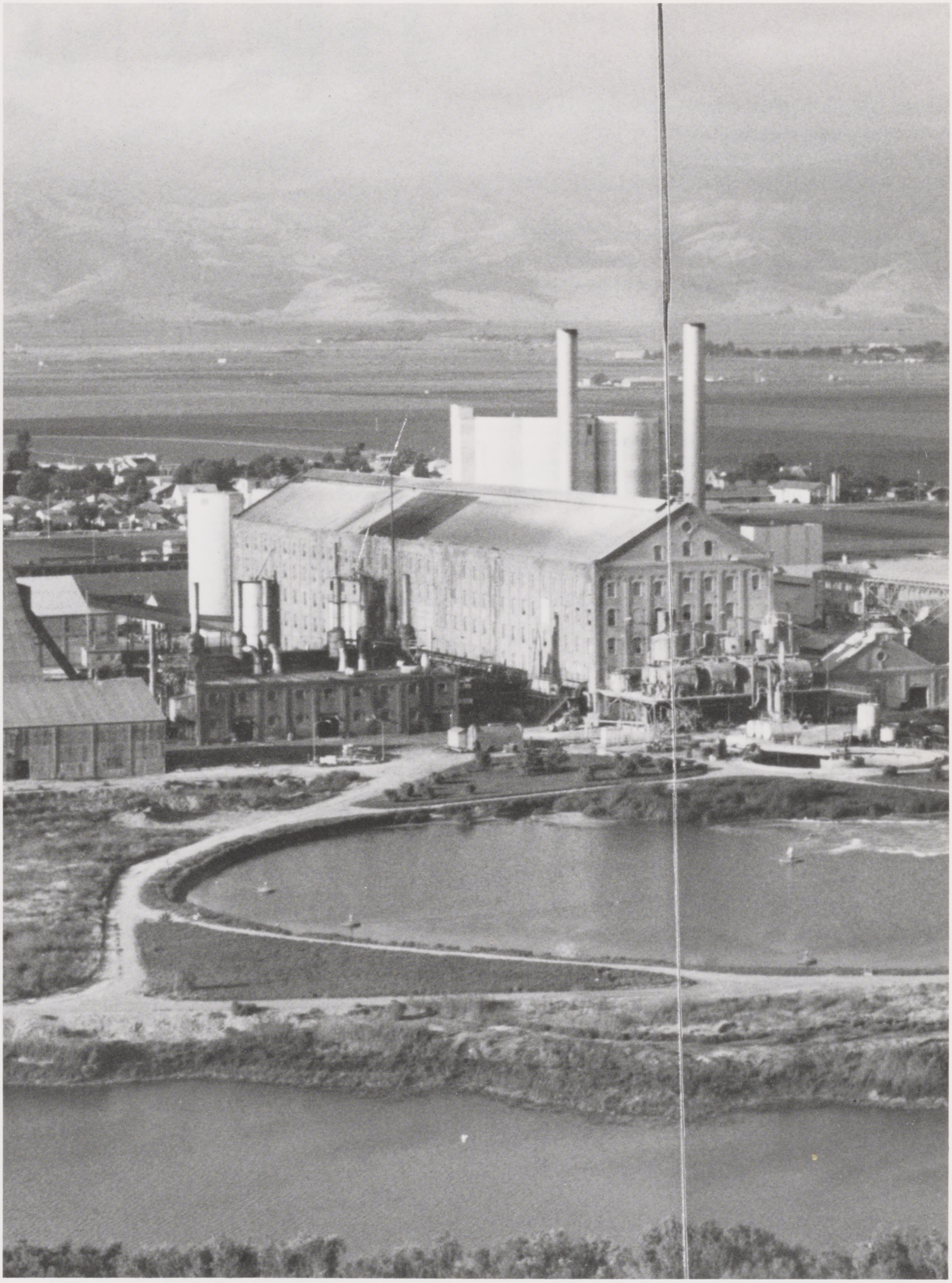
He points out that the packaging department is only about 15 years old and is still a modern facility. Not only would it be expensive to move such an operation, but he also said it would be difficult to find another location where there is a labor pool of competent, trained people who could step in and fill the positions.

"Packaging has become the real thrust in sugar products," said Tasner, making the future for packaging within Spreckels probably brighter and more significant than it has ever been.

* * *

At one time steam poured from the chimneys of Factory One during campaign signaling all was well (pictured below). But those days are over and never again will the steam rise from the Salinas Valley's first industry: Spreckels Sugar (pictured across).





THE END

For 50 years, the old timers have claimed that Spreckels Sugar, the first industry of the Salinas Valley, would close. But the rumors on the streets always said next year, next year.

But even after years of rumors, July 15, 1981, still came as a shock to almost everyone. It was the day rumors became fact.

Guy Manuel, President of the Spreckels Sugar Division, Fred Coons, Vice President of the Division, flanked by Hans Jongens, Factory Manager and William Duckworth, District Manager, faced the 400 year round employees of Spreckels Sugar and made the announcement that the processing of sugar at Factory I would end with the conclusion of the 1982 spring campaign.

It was also announced that the Packaging and Warehouse operations, in addition to some of the agricultural staff, would continue.

Plans were made to transfer some of the equipment to other locations and some of the employees accepted jobs at other Factories and still others chose to retire.

The motions of the last campaign were set into action with a final dinner-dance for the salaried employees and their guests at the Del Monte Hyatt House.

Entitled the "Close of an Era," more than 200 employees, retirees and former Factory I workers gathered to renew friendships and discuss the past of Factory I.

As of this publishing, plans are underway to conduct public tours through the plant during the last campaign. Plans are also being made to hold a barbecue for all the Factory I employees and retirees. More than 1,000 people are expected to attend the party after the close of the 1982 campaign to say good-bye and to bring the end of Factory I to a fitting close.

But one thing hasn't changed over the years, the pride, spirit and determination. It is these qualities that were first brought to the Company by its founder, Claus Spreckels, and it is these qualities that have carried the Factory through a successful 84 years.

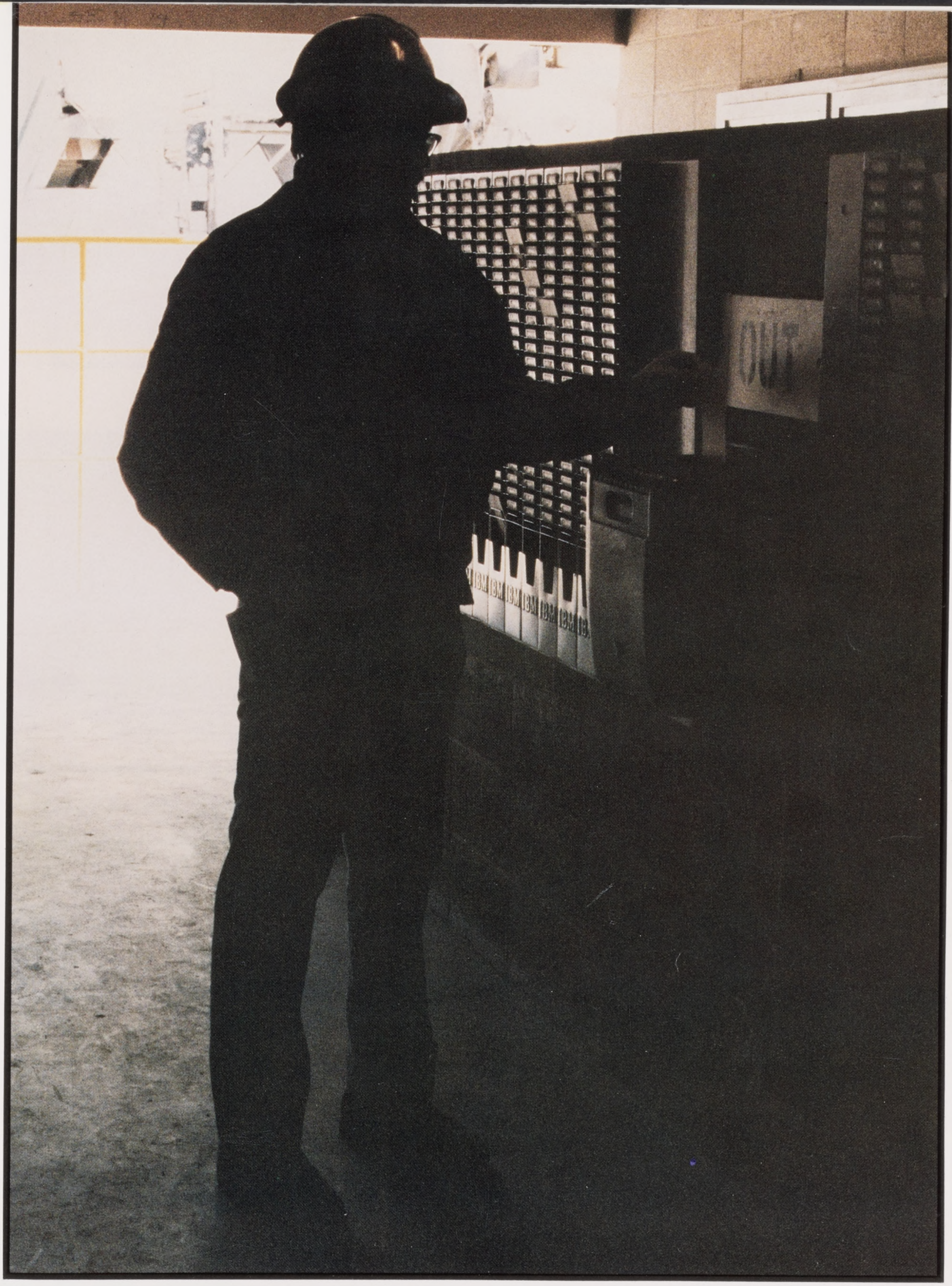
OF AN ERA

PEOPLE.

They are the heart of every organization. The back bone of every company.

At Spreckels, it was no exception. Over the years, thousands of people were employed at the Factory. They've come in all shapes, sizes and nationalities. Many have been with the company for 20, 30, 40 and even more years.

But that has all come to an end. The people pictured on the following pages were the last group to pass through the gates and it is to them that we pay tribute. The employees of the last campaign.

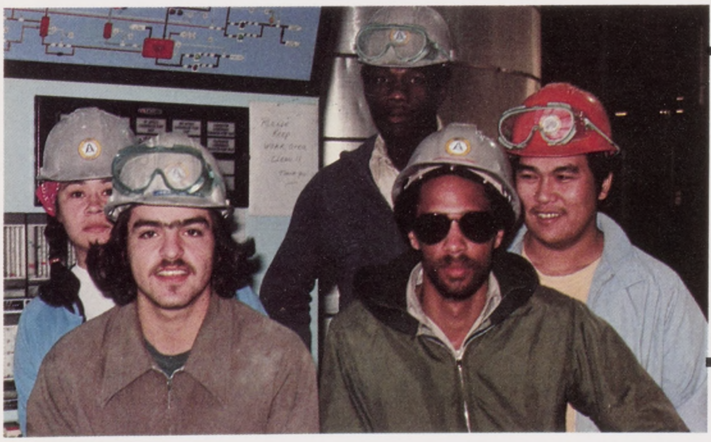


THE PEOPLE

(Back) Sam Harris, Clete Sindel, Calvin Jones, Elias Rivera, (Front) Miguel Gutierrez, Bryant Johnson and Mitchell Heath.

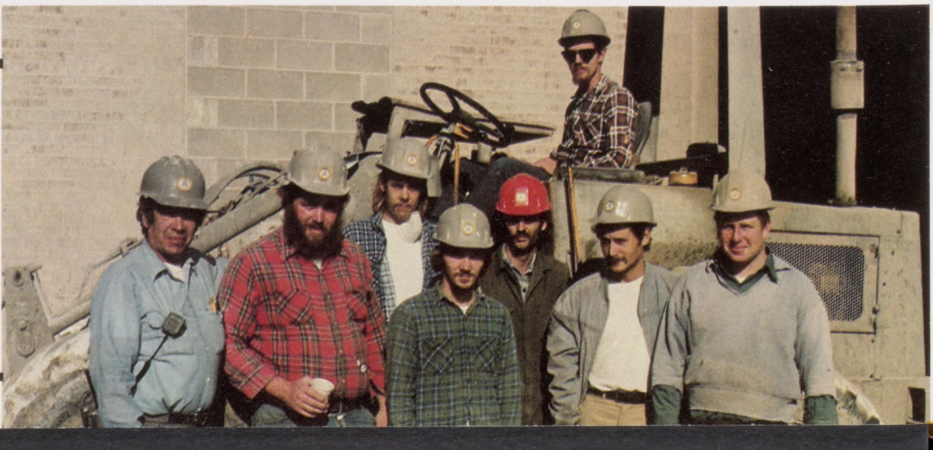
(Back) Richard Combs, Jack Cook, (Front) Glenda Mapp and Andy Lucina.

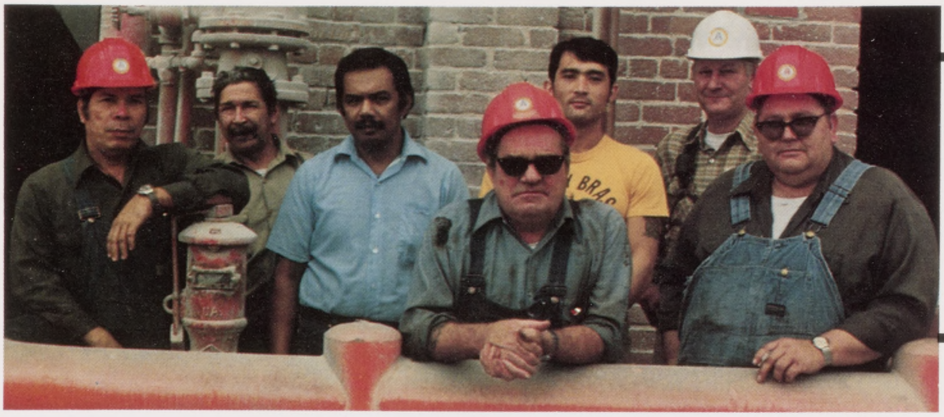
Ernie Perez, Janet Lamb and Jose Medina.



(Back) Celia Cervantes, Willie Dunn, Lawrence Toralba, (Front) Joseph Cervantes, and Robert Woodie.

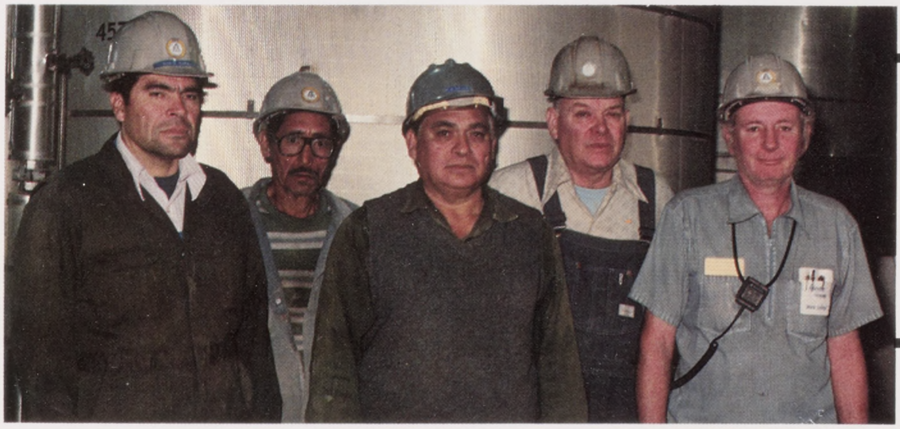
(Seated) Daniel Hattery, (Back) David Cole, Ronald Clark, (Front) Jose Gonzales, Patrick Ming, David Alexander, Jose Castillo and John Strong.





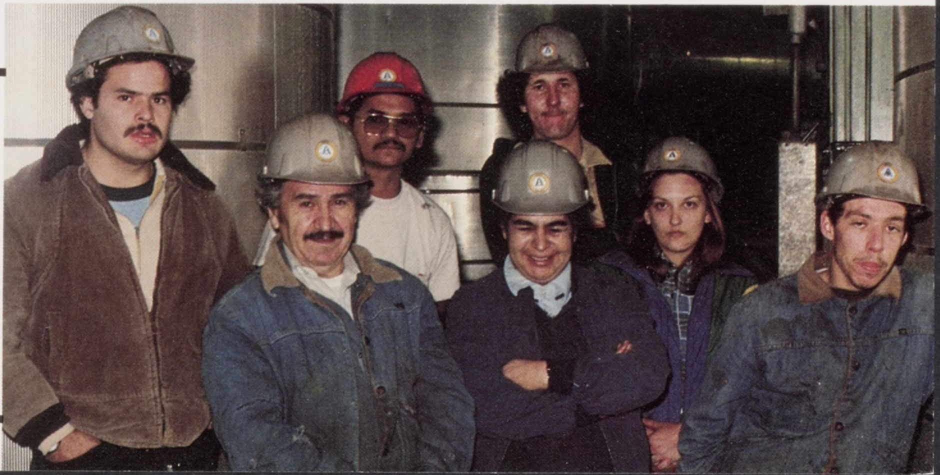
(Back) Marcelino Gonzales, Steve Saldivar, Danilo Lucero, Leo Davis, R.J. Bentley, (Front) Jessie Morris and Earl Derryberry.

Earl Ingersoll, Robert Sigler, Richard Thomas, Carl Tripp; and John Nelson.



(Back) Frank Salazar, Cliff Dikes, (Front) Augustin Ruvalcaba, Ruben Guillen and Jerry Crumm.

(Back) Felix Perez, Daniel Lapineg, Jack Brannon, (Front) Elias Rivera, Celestina Herrera, Tina Baker and Kenneth Parker.



(Back) Curtis Harris, Toby Brown, Craig Scherer, Charles Arroyo, (Front) Benjamin Sanchez and Glenda Mapp.

(From the top) Craig Anderson, Ben Orozco, Richard Young, Susan DeGraw and Ginalisa Espino

(Back) Bryan Billington, Michael Monclava, James Verhoeven, (Front) Bernard Pacquing and Helen Schoen.

Charlie Arnwine, Gene Meyer, Jack Ralph, Charlie Vanderlaan and Van Bastnagel.

(Back) Kenneth Glenn, Terry Reyes, Gregory Glenn, (Front) Antonio Ramos, Roger Courtright and Royce Williams.

(Left, back to front) Mack Gibbs, Ruben Hernandez, Oscar Hernandez, (Right, back to front) James Rice, Victor Rykowski and Richard Flores.

(Back) James Dion, Michael Wolcott, (Front) Kathleen Temple, Bert Aguilar and James Scruggs.

Bill Madruga and Lance Egeland.

Brad Bradshaw, Charlie Massengale and Jay Carpenter.

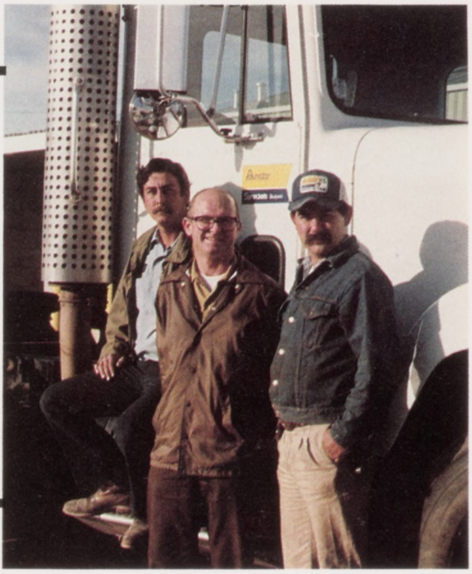
(Back) Chang Kim, Louis Escalante, Eric Meza, (Front) Betty Vanleer and Russell Leckbee.

(Back) Bob Cabell, O.E. Hernandez, (Front) Dan Larsen, Kevin Strobridge, Hank Washington and Jim Conway.

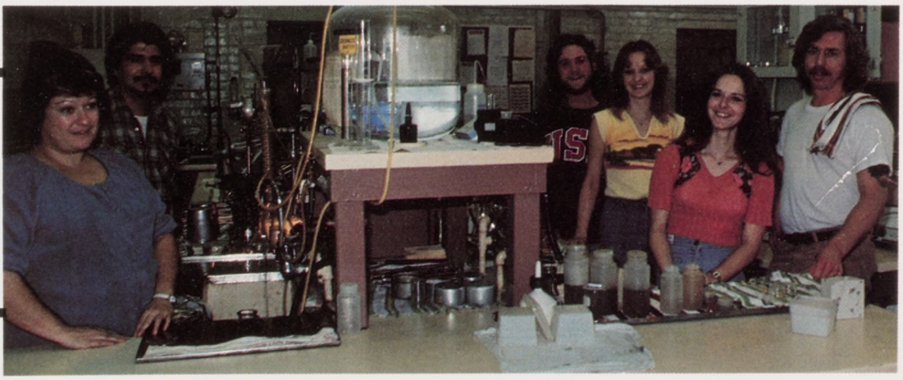
(Back) Brian Dillard, Steven Fries, Ralph Verrueta, (Back) Samuel Garcia, Rizal Agtarap and Robert Taft.

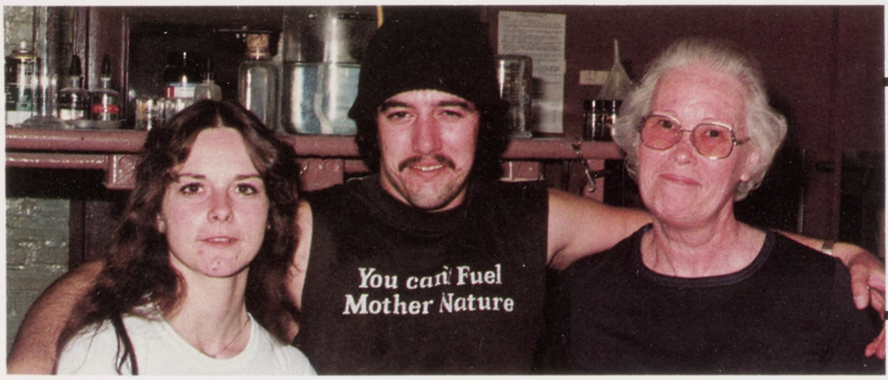
Guadalupe Perea, Iris Reeves, David Martinez and I.T. Walker.

Robert Bredernitz, Robert McGregor and Alfredo Montes.



Barbara Toy, Jose Perez, Leon Sampson, Ladonna Lynn, Georgette Powell and Marvin Tindle.




You can't Fuel Mother Nature

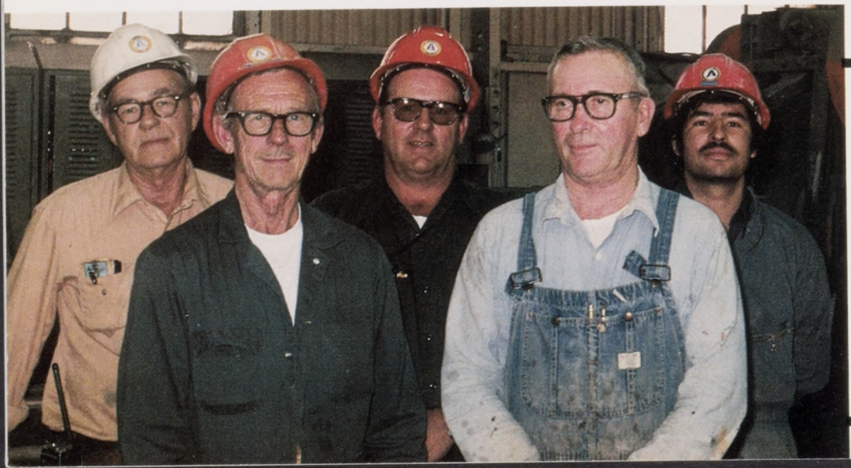
Georgette Powell, Manuel Alderete and Jimmie Gattis.

Mike Bradford, Norman Riggs, Walter Bialik and Anastacio Andrade.

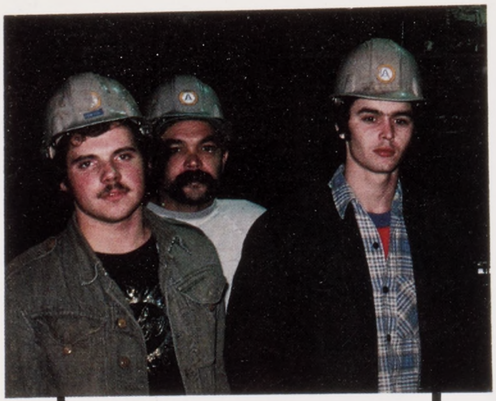
(Back) Roy Vermillion, Hermogenes Limosnero, Braulio Orozco, (Front) Fredrick Ellsworth, Amado Pobre and Michael Logan.

(Back) William Gardner, John Rauch, (Front) Mel Wynia and Patricio Sevillo.

(Top) Paula Bonin, Louie Jimenez, (Middle) Cesario Villa, Mary Meraz, (Bottom) Tina Baker and J.W. Fretwell.

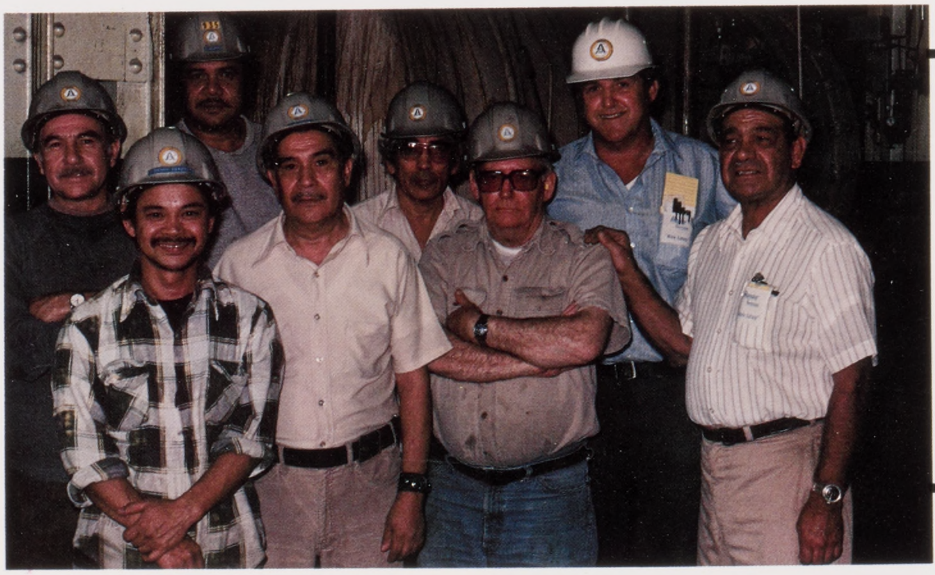


(Back) Mel Wynia, "Tiny" Erlston, Richard Sanchez, Dick Shepard and Hank Davis.



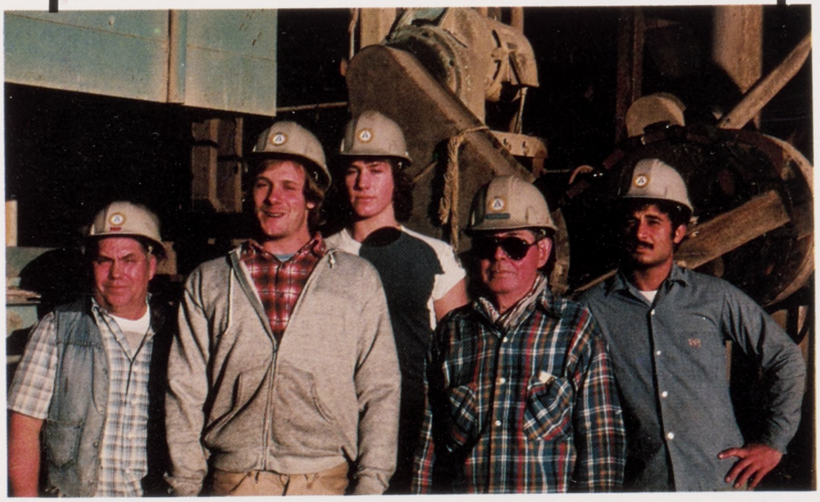
(Back) Alex Gomez, (Front) Robert Edgull and Terry Grissom.

Stan Bayer, Mark Fanoe and Joe Ramirez.



(Back) Louis Garcia, James Salcur, Luis Reyes, Jerry Schmidt, (Front) Cenon Desamito, Louis Garcia, Ernest Neighbors and Mike Gutierrez.

(Back) J. Tackel, Derek DuBose, Tareg Ali, (Front) James Shook and Liance Seki.

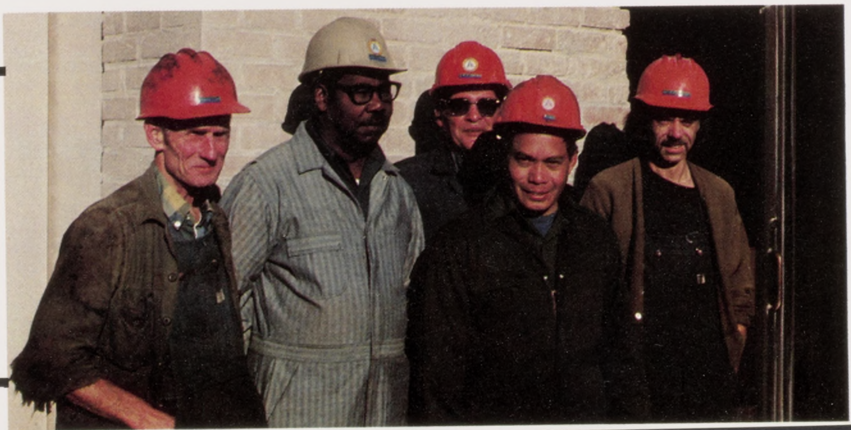


Patrick Varela and Tim Hutchins.

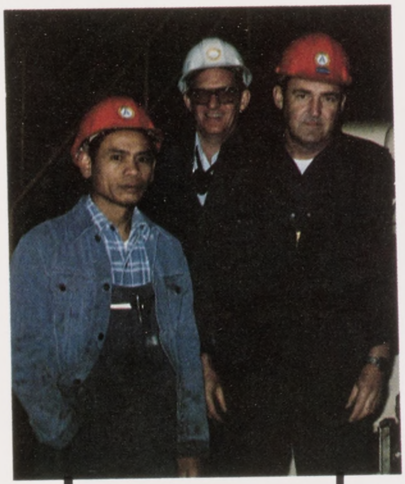
Ramon Gomez, Charles Reeves, Jack Davis and Rodney Miller.

Loren McCormick, Ildefonso Pestano, Esteban Colin, Rojelio Gilpas, Ellen Shepherd and John Bruning.

Frank Santos, Clarence Hamilton, Hans Hessler, Leo Dwyer, David Blevins, George Freightman and Philander Salviejo.



Jessie Parr, Joseph Turner, John Figueroa, Romeo Fontanilla and Albin Rasmussen.



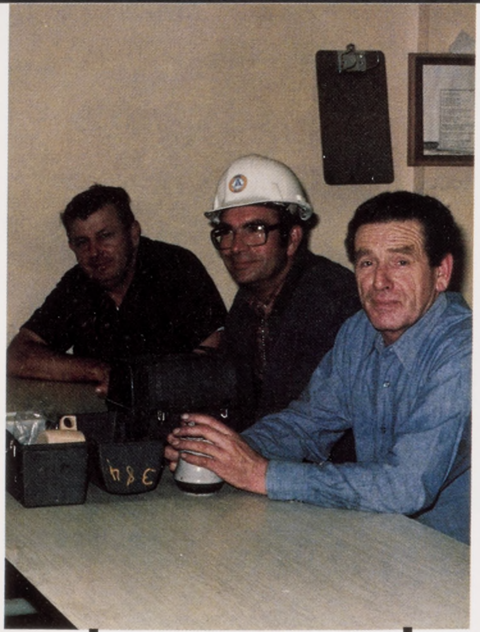
(Back) Whitey Sackett, (Front) Al Gallegos and Charlie Guinn.

(Back) George Anderson, Tom Ryan, William Bassi, Art Young and (Seated) Martha Madrigal.

Larry Knapp and Frank Silva.

William Duckworth, Mary Stirling and Gloria Yeaton.

Rick Jackson, Lani Sherwood, Virgil Gonsalves, Fanny Murphy and Bob Chessman.



Donald Fogelsong, Curt Stackpole and Les Thomas.

Robert Cervantes, Tom Duncan, Paul Colburn and Larry McCoy.

(Back) Raul Vargas, Michael Lepole, Faavesi Save, (Front) David Varela, Tony Rodriquez, Javier Bernal and Ben Rey.

Chuck Moore, William Cornelius, Mike Pomarez and Larry Bombela.

(Back) Luis Trinidad, Jorge Vega, Jack Spears, (Front) Simon Zepeda, Danny Olaquibel and Sisto Silva.

(Back) Rick Esquerra, Michael Pipitone, (Front) Miguel Rodriquez and Carlos Rivera.

Ruben Rivera, Emilio Barriga and Ben Cislini.

Isabelo Uganiza, Julian Cabantac, Leo Dwyer, "Buddy" Cutler and Jay Carpenter.

John Negroni, Fernando Flores, Stephen Keen, Michael Nagel, Edgar Causey, Robert Carson and Greg Cooper.

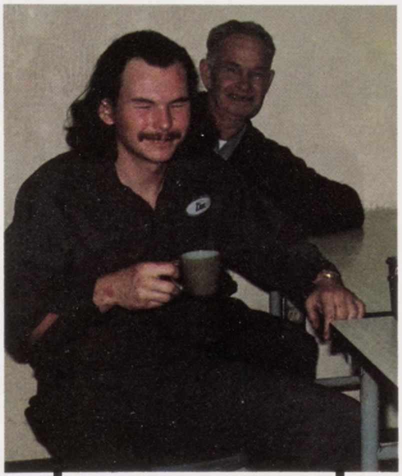
(Back) Joe Holguin, Joe Perez, Arthur Gonzalez, (Front) John Camera, Oscar Contreras and Ruben Perez.

Steve Martin.

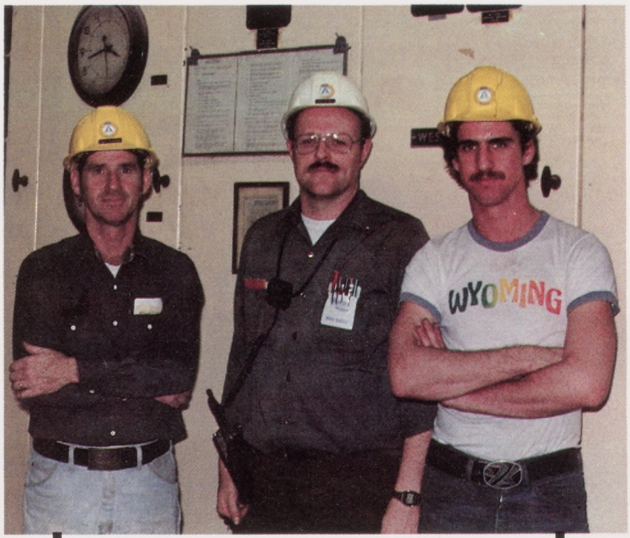
Anthony Martinez

(Back) Jesus Martinez, Sandra Patterson, Samuel Manuel, Jose Villa, Tyrol Springs, (Front) Gary Plomp and Fredrick Spraggins.

(Back) Ed Jeska, Gary Friesell, (Front) Frank Holden, Artie Cope and Jess Dornan.



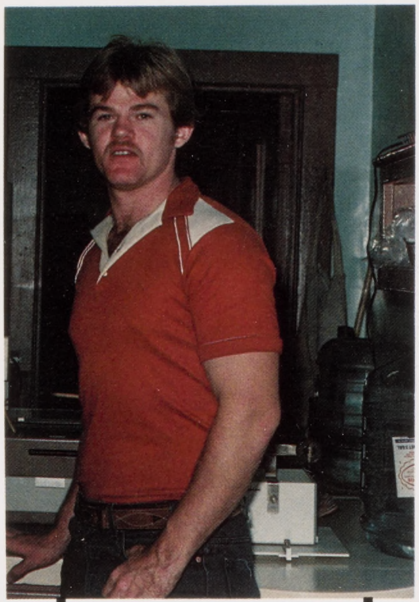
(Back) Ken Parker, and Donald David.



Paul Chapman, Ed Dwyer and Tony Pavich.

(Back) Basilio Ramirez, Loreto Ramirez, Jerry Seal, (Front) Fermin Moreno and Richard Jimenez.

(Back) Kenneth Cope, John Martinez, (Front) Jeffery McCallough and Gilbert Kahuena.



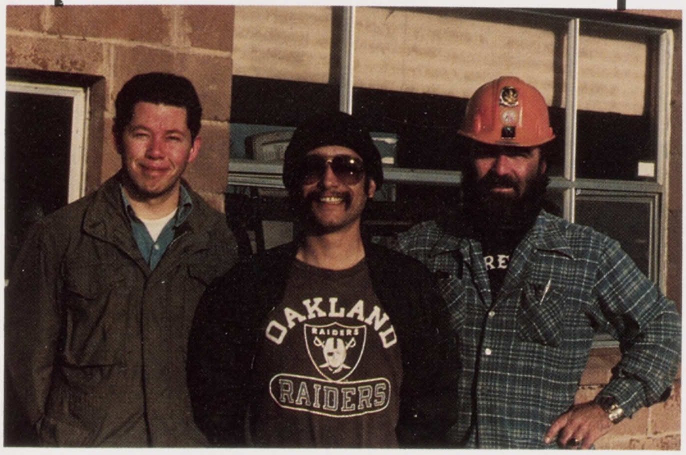
Roy McCallon

Antonio Bocanegra, Jose Ramos and Luis Lopez.

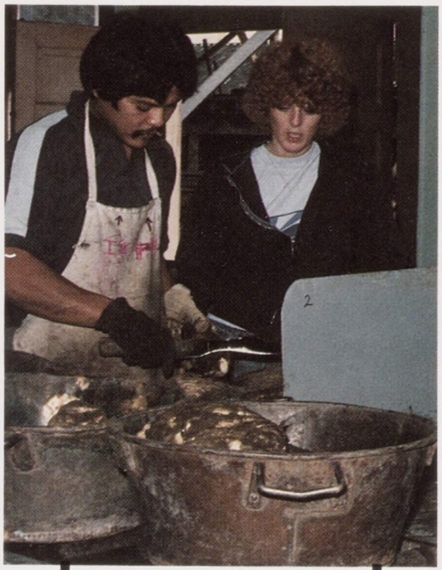
(Back) Rudolph Martinez, Larry Snyder, (Front) Bryan McDaniels, Pamela Philbrook, Beatrice Sausedo and Deborah Meyer.

Gerado Beanes, Paul Martinez, Albert Sigala, Salvador Lopez, and Ramiro Garza.

George Campa, Arthur Gonzales and Perry Hamm.



Rubin Perez, Bryan Durgan, William Franklin, Salvador Morales, Refugio Salinas and Johnny Pineda.

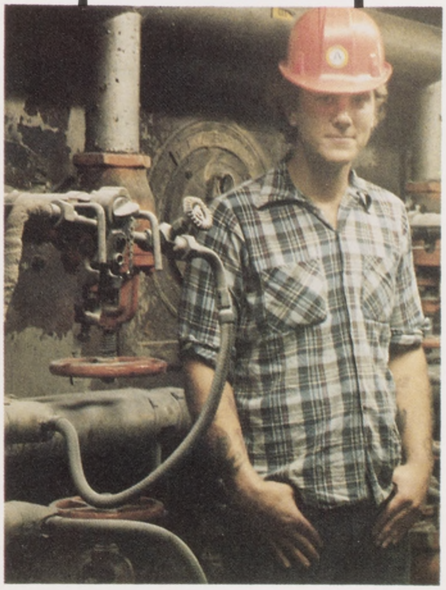


Ben Esperitu and Pam Wagner

(Top) John Weimer, (Middle) William McMillen, (Bottom) John Torres and Joseph Cannon.

(Standing) Wally Johnson, (Seated) Hans Jongens, Ron Watkins and Terry Imperio.

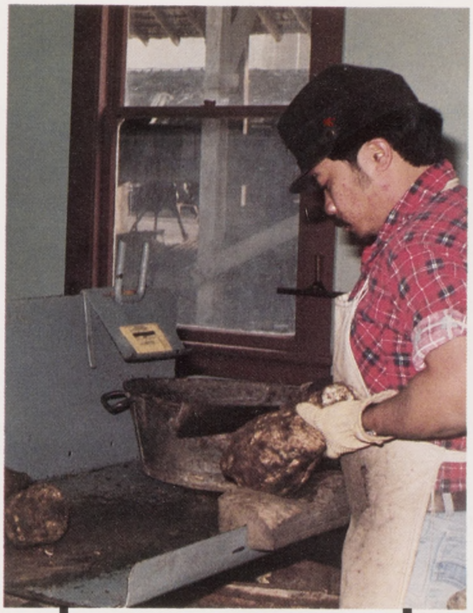
Charles Kimsey



(Standing) Tin Nguyen, Privado Gumabay, Albert Abarquez, and (Seated) May Sigala.

Miguel Rubio, Ruben Esparza, Ramon Serrano, Frank Gaxiola, Elizabeth Kehrer and John Cerna.

(Back) John Redwine, Harry White, (Middle) Jose Lorenzana, Carlos Juarez and (Front) Juan Bernal.

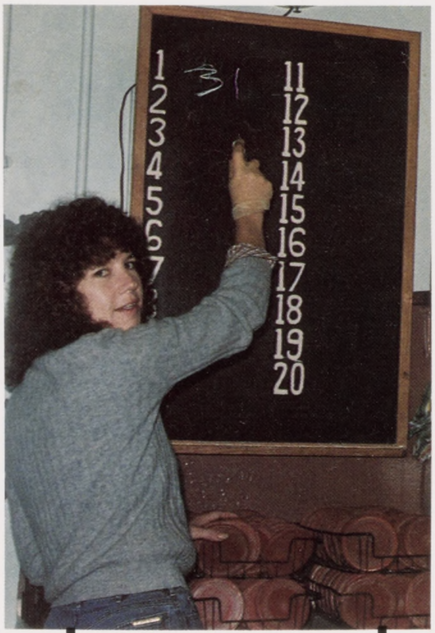


Gregory Guieb.

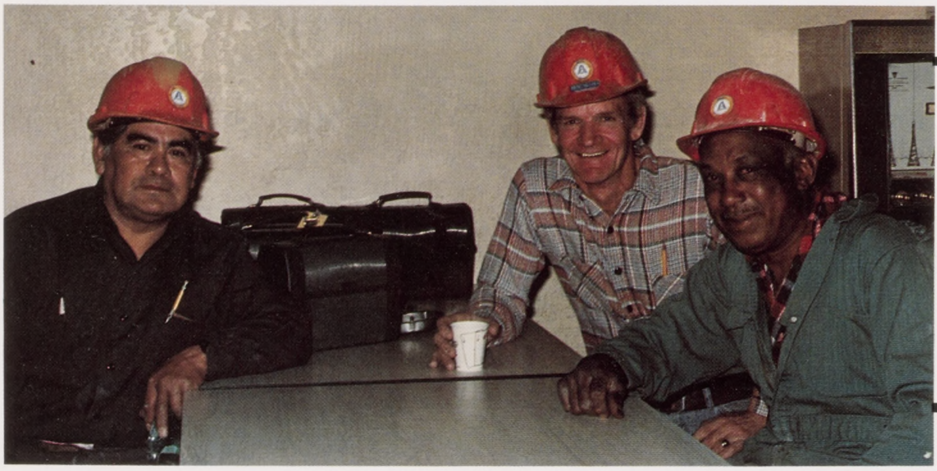
(Back) Nova Turley, "Bud" Smith, Nell White, (Front) Andrea Segal and Debbie Ryan.

(Back) Stanley Sherman, Ernest Schneider, (Front) Brian Frazier, Mike Clanahan and Lionel Vasquez.

(Back) Mike Peterson, Ferderico Gonzales, Hector Acosta, (Front) Robert Parra and Gerald Kley.

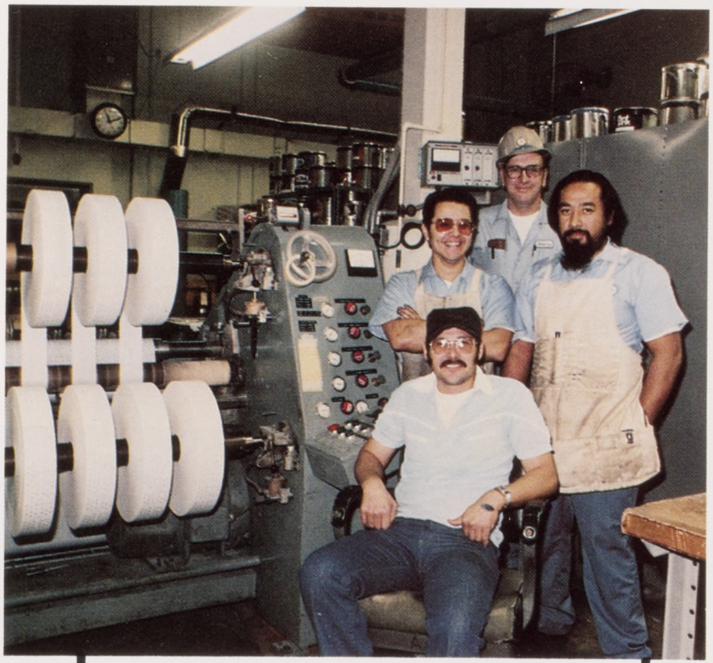


Donna Baldwin.



Mario Velasco, Pete Oliver and Charles Fisher.

Prudencio Barba, Leonard Johns, Vernon Willis, S.H. Jo and Kay Seaton.



(Back) William Bradley, (Middle) Walter Aguirre, Joe Agamao and (Seated) Ramiro Cortez.

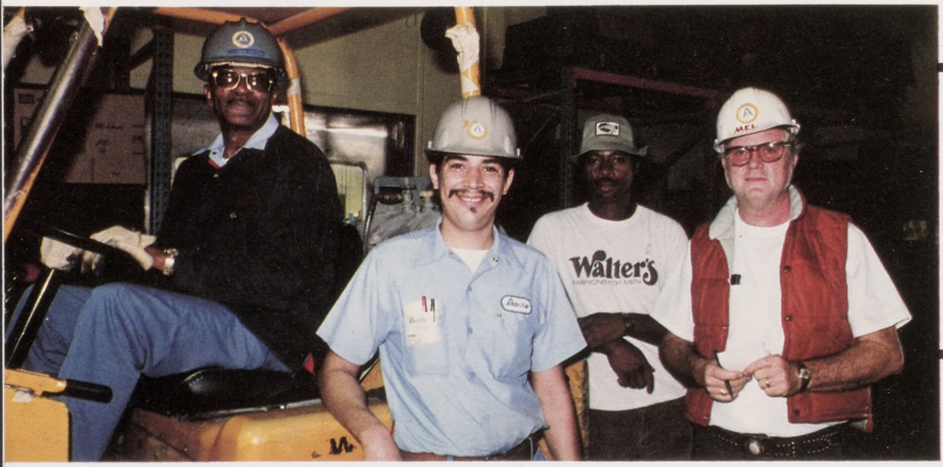
Jim Kramer and John Spedaliere.

Sally James and Tony de la Llera.

David Ferriera, Gary Saldana, Bill Malin and Denny Walsh.

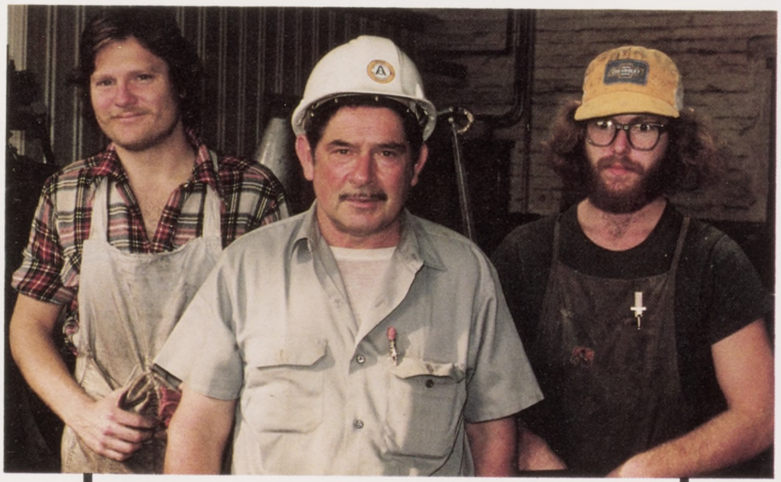
(Back) Jack Thomas, Daniel Gonzales, (Front) Jessie Perez, Gilberto Aguirre and Domingo Sanchez.

(Back) Danny Smith, Manuel Rodriquez, Pete Gonzales, (Front) Michael Dennis, John Borba, George Medina and Temoc Pereda.



(Seated) John Payton, Andy Armendariz, Leroy Lovett and Mel Jones.

Darrell Ritchey, Manuel Mirsol, Ron Brown, Silvano Galendez and Leonires Lucero.



David Bennett, Harry Scarpa and Steven Dowell.

Jim Lee.

(Back) Miguel Torres, Dan Larsen, (Front) O.E. Hernandez, Pete Martinez, and Louis Garcia.

(Back) Stan Strickland, (Front) Tina Wall and Sherri Broughton.

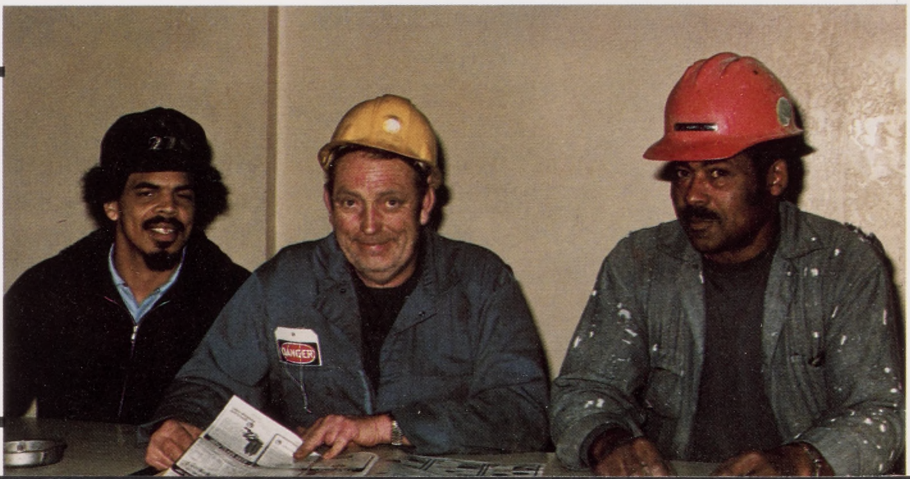
(Back) Reuben Rios, Robert Craig, (Front) Rudy Walter, Malcom Harris and "Red" Bastnagel.

(Back) Shawn Sullivan, Manuel Othon and (Front) Seo Kang.

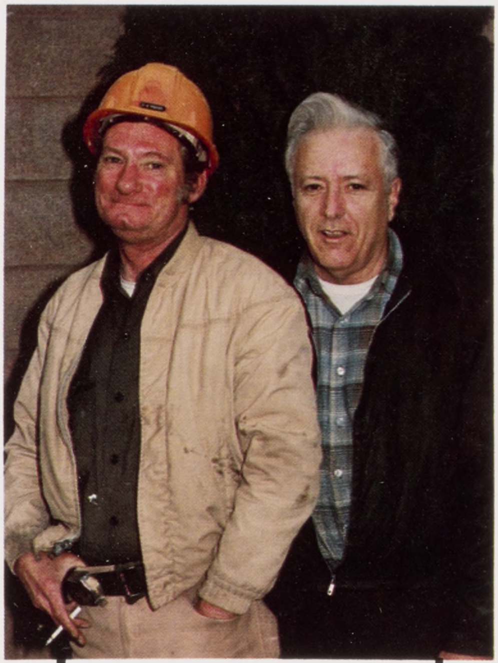
(Back) Walter Bialik, Domingo Sanchez, (Front) Anastacio Andrade, Ramon Hernandez and Francisco Covarrubias.

(Back) Richard Trantham, Howard Rist, (Front) Clarence Weems, Eusebio Jimenez, Vance Allred and Rudy Walters.

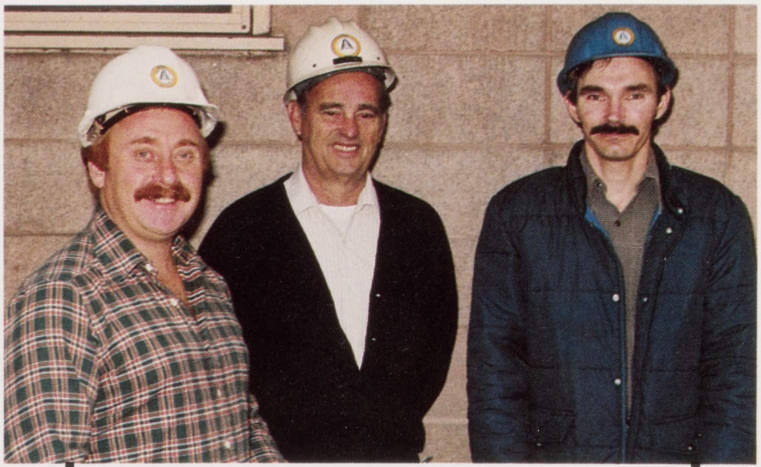
Stephen Lathan, David Alexander and Ollie Hamilton.



William Souza, David Berggren, Dr. James Schulke and George Wheatley.



Forrest Prater and Willard Perry.



Robert Tasner, John Dios and David Costa.

(Back) Jim Lofton, (Front) Pablo Mendoza, Ted Hightower, Elisio Cantu and Spencer Phillips.

(Back) Ron Smith, Bruce Gerow, Alex Osini, (Front) Willard Stout, Bill King, Ed Shaeffer and Eddie Renner.

Antonio Nabarrette, Richard Fabela, Joseph Montemurro, Ramona Ash and H.W. Lee.

Alicia Hurlbert, Rose Ramirez and (Front) June Sullivan.

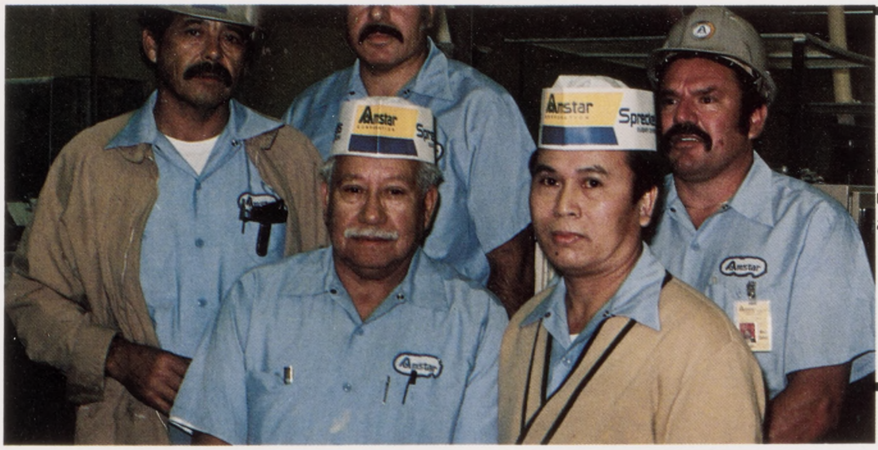
Ernie Lee, Carl Spelger and Richard Conto.

Lawrence Head, Paulette Zazueta, Karen Meyer and Sharon De-Braal.

(Top) Arthur Corda, Carlos Covarrubias, Carroll Graham, Albert Jones, Oscar Enriquez and George Dassinger.

Art Delgado, Homer Sweatt, Joseph Melendrez, Dick Shepard and David Saucedo.

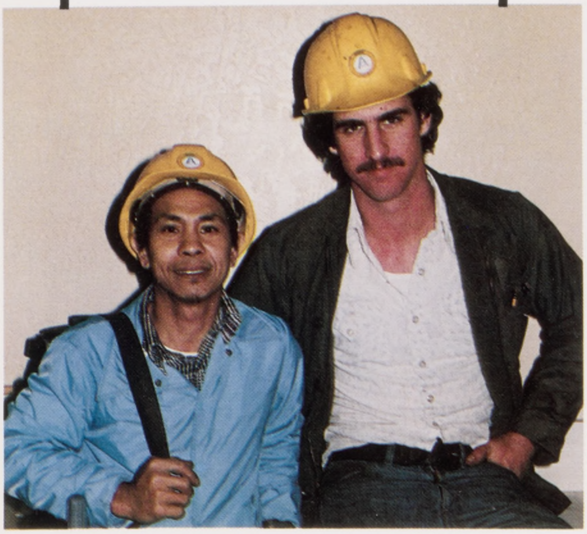
Ray Hauschild, Al King and Terry Talbot.



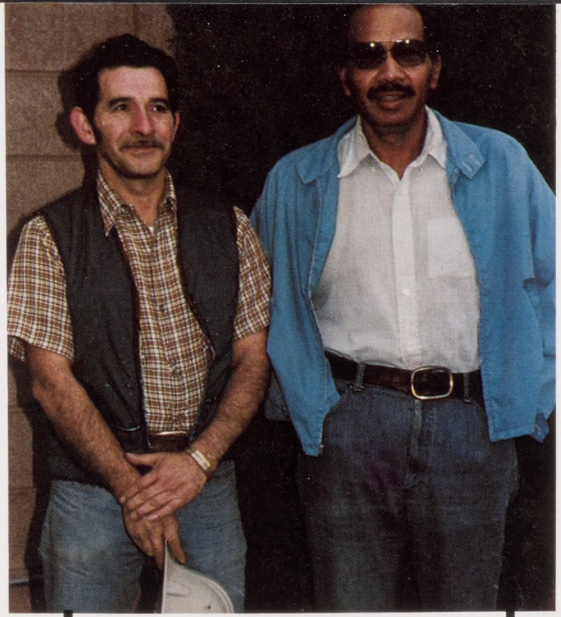
(Back) Salvador Apodaca, Domingo Pizarro, Jose Jimenez, (Front) Norberto Villegas and Timotheo Junio.

(Back) Richard Gierman, Daniel Neri, (Front) Peggy Avalos and Richia Loeser.

Alberto Malamanig and Anthony Pavich.



(Standing) Lee Smith, Leslie Binsacca, Elsie Lee, Conni Ross and (Seated) Sharon Butler.



Tino Chavez and Jose Mendoza.

Hack Lee, Juventino Monsivais, Enoch Halvorsen, Winston McKrieth, and Ramon Hernandez.

Daniel Webb, Ron Jew, "Everett," Tom Reese, John Lindo and (Seated) Ralph Rueda.

Alex LePiane, Tino Chavez and Sherry West.

Slice Standard—

Hans Jongens

Dear Employees,

This is the end of an era. The end of one of the Salinas Valley's first industries, the end of the original Spreckels Factory and most importantly, the end of something that has touched generations of families in the Salinas Valley.

During the past 80 years, the employees have been the most vital ingredient in the success of this company. The employees have worked with this company through flood, fire and earthquakes. Through good times and bad.

But never have we appreciated you, the employees, as much as we have during the past year. Although the announcement of the closure was a shock and disappointment to many of you, you have still stuck by this company with renewed enthusiasm and spirit.

During the past year, you have not allowed the inevitable closure to reduce production but, through your diligent work, have broken several records.

We sincerely appreciate your loyalty to this company and with sad regrets, we bid many of you a fond farewell and best wishes in the years ahead.

Sincerely,

A book like this doesn't appear out of thin air. It takes a lot of work, time and patience, especially from your boss who has to understand why your work is late, your desk a mess and pictures seem to be everywhere except where they are suppose to be.

Many people deserve credit for this book and here are a few that made major contributions to this memory book.

"Sweet Nostalgia" was the brainchild of Sharon Butler. Not only did she spend a lot of time getting the book approved, looking through pictures and proof reading copy, but she also volunteered her staff to produce the book, which meant she had to pick up some of our regular work.

Chief photographer for the book was Lee Smith. She and her camera bag became a familiar sigh around the Factory. She's responsible for all of the color pictures as well as many of the recent black and whites. She's taken hundreds of pictures in the last few months and they sure have been good. She even tried some new things, which really added to the book. Her help was invaluable.

Conni Ross was our trivia expert and proof reader. She dug through the files and came up with some interesting facts that are noted in the book. Plus, she had to correct all my spelling, now that is a challenge.

There were so many other people who gave us pictures and information that went into the book that it just isn't possible to name them all. However, we sincerely appreciate their cooperation and help.

And me, well if this book has an editor I guess I'm it. I first came to work at Spreckels Sugar in October of 1981 and I thought I would be handling mostly clerical work. But it seems as though my degree in Journalism has paid off. I've had fun with this book, the people who are in it. All I can say is thanks and I can't believe it's done. Thank Heavens.

Leslie Binsacca

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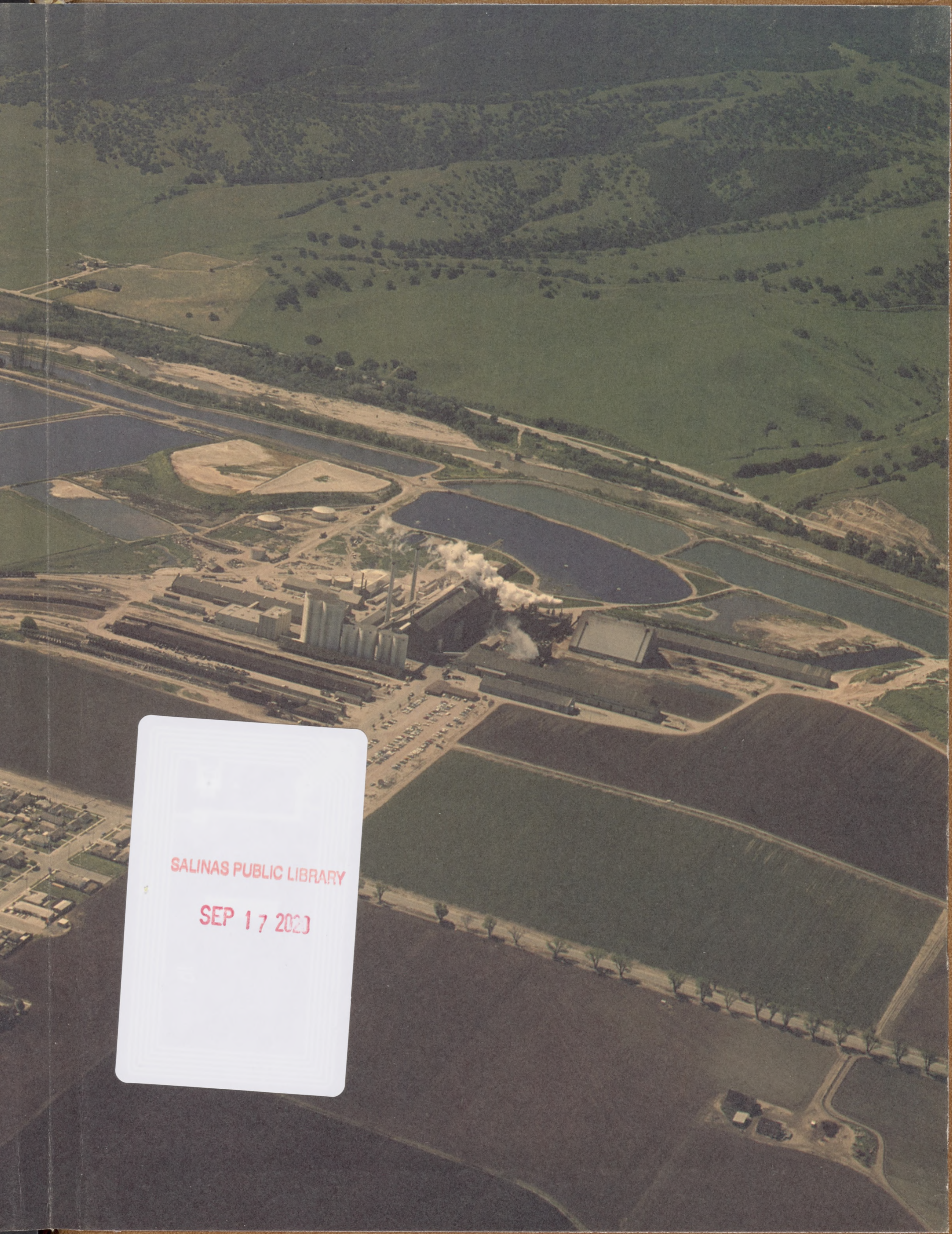

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